

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Northstowe Joint Development Control Committee 25 March 2015
AUTHOR/S: Planning and New Communities Director

Application Number: S/2011/14/OL

Parish(es): Longstanton and Oakington & Westwick

Proposal: This is hybrid application which seeks an outline planning permission for the development of Phase 2 of Northstowe with details of appearance, landscaping, layout, scale and access reserved, and full planning permission for the Southern Access Road (West). For the purposes of this report the distinction will be drawn between:

- A Development of the main Phase 2 development area for up to 3,500 dwellings, two primary schools, the secondary school, the town centre including employment uses, formal and informal recreational space and landscaped areas, the eastern sports hub, the remainder of the western sports hub (to complete the provision delivered at Phase 1), the busway, a primary road to link to the southern access, construction haul route, engineering and infrastructure works; and
- B Full planning permission for the construction of a highway link (Southern Access Road (West)) between the proposed new town of Northstowe and the B1050, improvements to the B1050, and associated landscaping and drainage.

Site address: Land to the east of Longstanton and west of the guided busway occupying the northern part of the site used by the former Oakington barracks.

Applicant(s): Homes and Community Agency (HCA)

Recommendation: Resolution to:

A) Approve the grant of outline planning permission for phase 2 subject to each of the following (including exchange of requisite documentation):

- 1) S106 items and triggers, which remain under negotiation;
- 2) agreement as to the planning conditions,

currently in draft form as detailed in
Appendix O.

- 3) Finalising levels and arrangements for formal community sports provision

B) Approve the grant of detailed permission for the southern access Road west subject to conditions as set out in section B6 below.

Application Type

Hybrid: outline for phase 2, with details of appearance, landscaping, layout, scale and access reserved, and full permission for the Southern Access Road (West)

Committee Site Visit:

Wednesday 25 March at 11am.

Departure Application:

No

Presenting Officer:

Jo Mills – Director of Planning and New Communities
Jane Green – Head of New Communities
Lois Bowser – Team Leader, Northstowe Team

Application brought to Committee because:

The above application has been reported to the Northstowe Joint Development Control Committee (NJDCC) for determination by Members in accordance with the Scheme of Delegation for the Joint Development Control Committee for Northstowe.

Date by which decision due:

The application is subject to a Planning Performance Agreement which sets a target date of July 2015 for NJDCC to consider the application and 31st December 2015 for finalising the S106 agreement and issuing any decision notice.

Executive Summary

1. The above recommendation is made having had regard to all other material planning considerations and in particular those areas where objections have been lodged. As such, it is considered that the proposal adequately conforms to the Development Plan, Northstowe Development Framework Document and addresses issues highlighted in this report.
2. Many of the representations have been addressed through additional clarification, amended parameter plans or the proposed conditions/s106 obligations as outlined in this report.
3. Transport issues have been carefully addressed and neither the Highway Authority nor Highway Agency objects to the proposal subject to the conditions and legal agreement being secured as part of this consent. Despite the objections raised locally, the scheme is considered to accord with the relevant local and national policies.
4. The scheme continues with phased provision of the waterpark along the eastern boundary. Drainage and flood risk issues have been extensively considered with

consultation with the relevant water providers and the Environment Agency; it is considered that the proposal conforms to the principles set out within the Material Planning Practice Guidance.

5. The proposals include much of the town centre, a dedicated bus way and key community facilities such as a civic hub providing a health centre and library as well as an education campus. These will be secured through the S106 agreement. There is adequate informal open space, and allotment provision. Two aspects are subject to ongoing work and consideration by the applicant, where additional provision is required: that of formal sports, as set out in the recommendation.
6. Subject to suitable conditions/S106 obligations, the proposal meets sustainability policies in terms of design and renewable energy, ecology, biodiversity and waste management and sufficient mitigation is provided for noise and contamination and air quality issues.
7. Subject to the negotiation of the S106 including finalising the formal community sports provision, suitably worded planning conditions, and scheme viability, the development proposals are considered to represent an acceptable form of sustainable development that would facilitate the second phase of development, thus enabling the delivery of the wider town. This delivery continues the phased approach, served by the major infrastructure improvement works to the A14.
8. At this time there are no adverse impacts or matters which cannot be addressed, which are considered to be significant or demonstrable to outweigh the benefit that would result from such resolution.
9. Members are therefore recommended to ratify the contents of the this report to enable officers to negotiate the outstanding issues referred to above, negotiate the terms of S106 and final planning conditions subject to scheme viability.
10. The recommended resolution for phase 2 (A) has been drafted on the basis the S106 Heads of Terms and the approach to be taken to the provision of formal sport areas and final set of planning conditions for both proposals will be brought before NJDCC for ratification prior to the issuing of planning consent.

Introduction

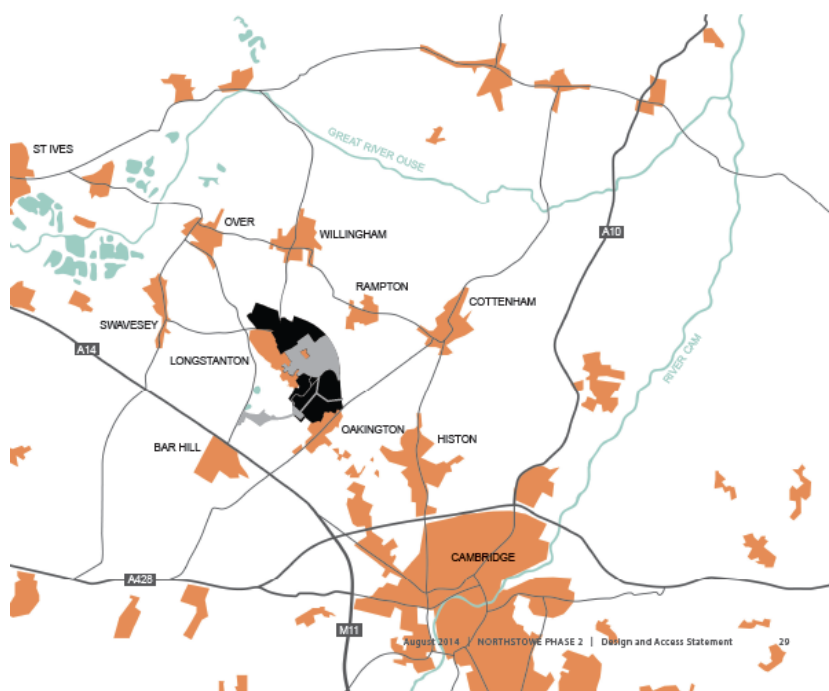
11. Northstowe is a planned new town of 10,000 homes, situated approximately 10km north-west of Cambridge on the former RAF Oakington site and surrounding farmland, allocated in the Local Development Framework and submitted Local Plan.
12. A phased approach to development of Northstowe has been agreed within the context of the Development Framework. The Development Framework Document (DFD) derives from the Northstowe Area Action Plan (NAAP,) and uses the four themes of the Cambridgeshire Quality Charter for growth (Community, Climate, Connectivity and Character) as a basis. The DFD is supported by a sustainability appraisal and a statement of consultation. The NJDCC endorsed the DFD in July 2012 subject to the provision of two addenda setting out the methodology for phasing and greater clarification of the exemplar elements of what would make the town special (see **appendix L**).

These were endorsed by the NJDCC on 4th October 2012. The endorsed DFD now forms a material consideration in the determination of the planning applications for each phase of the town.

13. Phase 1 for 1500 homes was granted permission in April 2014; work has commenced on site preparation works and will start in earnest in early April. The construction contract for works to the pumping station at Webbs Hole Sluice has been let, with work due to commence imminently and be completed by Autumn 2015.
14. The documents which accompanied the planning application has been prepared to support the planning application by the HCA (the applicant) for Phase 2 of Northstowe, which seeks outline planning permission for up to 3500 new homes with the town centre and full permission for the Southern Access Road (West).
15. In combination with the planning permission for Phase 1 the proposals for Phase 2 will deliver approximately 50% of Northstowe's projected housing, along with significant elements of the town's required infrastructure, the town centre, the site for the secondary school and the Southern Access Road (West); a new highway link from the south. The submitted proposals indicate principal land uses, including residential, commercial, education, sports, formal and informal open spaces and a comprehensive network of cycle and walking routes.
16. Substantial consultation and stakeholder engagement has been undertaken, and the Parish and Community Forums have formed an integral part of the mechanism for communication.

i **Site Description**

17. The new community of Northstowe will straddle the Longstanton and Oakington parish boundaries, and the map below shows the location of the site in relation to surrounding settlements



18. The Phase 2 development area measures approximately 216 hectares, and the area is bordered to the east by the route of the Cambridgeshire Guided Busway, and to the west by Longstanton. The area includes the former Oakington Barracks, which currently comprises: three buildings, with no current use; slabs remaining from demolished buildings; remaining facilities associated with the barracks including the listed pill boxes, sports amenities, green space; and a water tower which is the tallest structure on the site and visible feature in the wider landscape. The wider Phase 2 development area includes areas of hard-standing and open space associated with the former airfield (much of this currently occupied by agricultural tenants), farmland, including Brookfield Farm and Larksfield Farm.
19. The application site also includes a section of Rampton Road and an extensive areas of paddocks between the main barrack buildings and properties in St Michaels , Longstanton, which lies within Longstanton Conservation Area.
20. There are groups of trees throughout the former Oakington Barracks including avenues of mature trees around the barracks complex and leading to the station headquarter building. There are also groups of mature trees in the western corner of the site and around Rampton Drift.
21. The applications site surrounds, but excludes, the existing housing area of Rampton Drift, comprised of 92 properties, which was originally built as part of the barracks complex.
22. The area for the Southern Access Road (West) runs from the B1050 to the boundary of Northstowe. This area currently comprises arable fields and extends to approximately 51 hectares. Wilson's Road, a public right of way crosses the area, providing a link from Longstanton towards Bar Hill.

The Proposals

23. A hybrid planning application was submitted on 22 August 2014, with amended parameter plans submitted on 16th February 2015.
24. The proposals seek planning permission, for the following :
 - a) Outline permission for the main Phase 2 development area for up to 3,500 dwellings, two primary schools, the secondary school, the town centre including employment uses, formal and informal recreational space and landscaped areas, the eastern sports hub, the remainder of the western sports hub (to complete the provision delivered at Phase 1), the busway, a primary road to link to the southern access, construction haul route, engineering and infrastructure works; and
 - b) Full planning permission for the construction of a highway link (Southern Access Road (West)) between the proposed new town of Northstowe and the B1050, improvements to the B1050, and associated landscaping and drainage.

Documents accompanying the application

25. The application comprises the following documents:
 - Planning application form, land ownership certificate and application site

plan.

- Plans: Site location Plan (01), Application plans (02) , Red/Blue Plan (03), Existing Levels (04), 7 parameter plans - Landscape and Open space (05), Land Use (06), Residential Density (06), Movement and Access (08), Building Heights (09), Proposed Levels (10).
- In addition there are detailed drawing relating to the southern access road - Plans P1100-1108 and Plans NS-LND-P1109 & 1110.
- Design and Access Statement
- Environmental Statement Main Report
- Environmental Statement Appendices
- Environmental Statement Non-Technical Summary
- Flood Risk Assessment and Drainage Strategy
- Transport Assessment

26. The application is accompanied by the following supporting documents:

- Arboricultural Survey Report
- Construction Environmental Management Plan
- Economic Development Strategy
- Energy Strategy
- Framework Travel Plan
- Geo Environmental Assessment and Outline Remedial Strategy
- Health Impact Assessment
- Planning Statement
- Stakeholder and Community Engagement Report
- Sustainability Statement
- Town Centre Strategy
- Town Centre Retail Impact Assessment
- Utilities Report
- Waste Strategy

27. The documents make it clear that the following existing buildings and features are to be retained:

- The Water Tower
- Officers' Mess – a Georgian style building surrounded by dense planting with main access from an avenue of mature lime trees
- The Guard House
- Listed pill boxes.
- Part of the former barracks' road layout will be retained, including the tree-lined avenue running from Rampton Road to the former administrative building of the barracks site.
- Key elements of the existing vegetation around the site, such as high quality mature tree lines, hedges, scrub and woodlands are to be retained where possible.

28. A formal amendment was submitted on 16 February 2015 in respect of the following five parameter plans, which replace those submitted with the planning application in August 2014:

- Landscape and Open Space
- Land Use
- Residential density
- Movement and Access
- Building Heights.

29. Full details are submitted for the Southern Access Road (West), which includes the proposed junction with the B1050 and the junction to the west of the Northstowe development area. The proposed road is a dual carriageway. The proposals in relation to the Southern Access Road (West) comprises the construction of a two lane dual carriageway link for a 300 metres section of the B1050 from a point 450 metres north of the A14 Bar Hill junction, joining with a Northstowe Phase 2 new roundabout junction of the B1050 with the Southern Access Road (West).
30. The dual carriageway will join to and continue the section of dual carriageway proposed north of the Bar Hill junction by the Highways Agency as part of the A14 Cambridge to Huntingdon Scheme. It is anticipated that a planning condition will require the submission of details of materials for the off-site works. The application assumes:
- Black coloured flexible asphalt for the road surfaces;
 - Red coloured asphalt for the cycleway/footway;
 - 12m, 10m and 8m high lighting columns with post top mounted lantern with 150w SON-T Plus lamp;
31. All materials will be in accordance with Cambridgeshire County Councils Specification. Details of the road scheme are shown on Plans PL1100 to P1110, submitted with the application

Planning History

32. Phase 1 was granted outline permission in April 2014 for up to 1,500 homes (20% affordable) on the northern part of Northstowe, on the area previously occupied by the golf course. In addition it included a local centre with a community building and provision for retail and other appropriate uses; a primary school; 5 hectares of employment land including a household waste recycling centre and foul water pumping station; formal and informal public open space, the first phase of the water park, 1.57 hectares of allotments and community orchard, improvements to the existing B1050.
33. Since then the following reserved matters relating to phase 1 have been approved:
- S/1654/14/RM - Reserved matters in relation to earthworks
 - S/1308/14/RM - Reserved matters application for 'foul water pumping stations' strategic engineering element
 - S/1134/14/RM - Reserved matters application for 'surface water pumping station and rising main' strategic engineering element
 - S/1133/14/RM - Reserved matters submission (appearance, landscaping, layout, access and scale) for 'access from the B1050' strategic engineering
 - S/1131/14/RM - Reserved matters submission (appearance, landscaping, layout, access and scale) for 'primary roads and dedicated busway'

- S/2097/14/VC - Removal of condition 14 (housing - room sizes) of outline planning permission S/0388/12/OL refused – subject to appeal
- S/0104/15/FL - Erection of electricity switching station and associated boundary treatment, including around Foul Water Pumping Station, to form part of the strategic infrastructure for Phase 1 of Northstowe following outline planning permission S/0388/12/OL

Planning Policies

34. The National Planning Policy Framework (NPPF), published in March 2012, sets a presumption in favour of the approval of sustainable development proposals that accord with the development plan without delay; and where relevant policies are out of date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
35. The NPPF states that the pursuit of sustainable development requires careful attention to viability and costs in decision taking. Sites and the scale of development should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.
36. The National Planning Policy Guidance (NPPG) was launched in March 2014. Replacing a large number of circulars, it provides guidance on a range of relevant topics, which have guided the development proposals.
37. The Cambridgeshire and Peterborough Structure Plan 2003 and South Cambridgeshire District Council Core Strategy, 2007 established the need for and principle of the new town of Northstowe; this is reiterated in the Submitted Local Plan 2014. Northstowe is defined by the Northstowe Area Action Plan (NAAP) as ‘an exemplar and vibrant 21st Century town with a strong local identity and built to high environmental standards’. The NAAP sets out the local policy context for the delivery of Northstowe and forms the principal policy framework for the delivery of Northstowe.
38. The proposals have also been considered against the core principles of the Cambridgeshire Quality Charter for Growth and the four ‘C’s: Community, Connectivity, Climate and Character. See **Appendix A** for a full list of all relevant national and local planning policy documents and the specific policies relevant to the determination of this planning application.

Publicity and Engagement

39. The proposals have been subject to extensive consultation, engagement and publicity. Full details of the pre-submission community and stakeholder engagement, the activities completed and how this influenced the design of the scheme contained in this application is outlined in the Stakeholder and Community Engagement Report submitted in support of the Phase 2 planning application.

40. Engagement has been an integral part of the evolution of scheme design and preparation of the planning application. There is a long history of consultation for development of Northstowe, which goes back to the late 1990s when the site was first mooted as a potential site for development. The consultation strategy for Phase 2, built on the earlier work, and also reflected the requirements of the Localism Act (section 122), the District Council's Statement of Community Involvement and advice received from officers.
41. The applicant sought public and stakeholder views on its emerging proposals through the following means:
- Public Consultation: A public consultation ran from the 21 March 2014 to the 4 April 2014. Members of the community were able to view and comment on the proposals at staffed exhibitions, un-staffed exhibitions, and on the website.
 - Rampton Drift Consultation: Two community group meetings were held with the residents of Rampton Drift. At these meetings, information on the emerging proposals was shared and views and suggestions for phase two of Northstowe were gathered.
 - Council and Technical Consultee Engagement: A number of meetings were held with officers from the District and County Councils. Various topic specific meetings with technical stakeholders also took place, including a presentation to Cambridgeshire Quality Panel on the 1 April 2014.
 - Member engagement: Regular workshops were held with the Members of the Northstowe Parish Forum. The workshops covered a number of topics, including drainage and remediation, the economic development strategy and the emerging design proposals.
42. Following receipt of the application, in addition to the standard consultation letters, statutory press notices and display of site notices, ten exhibitions were held. These were held in September and October 2014, in the villages of Longstanton, Oakington, Willingham, Bar Hill, Swavesey and Rampton as well as in Cambridge.
43. The application consultation period ran from 20 September 2014 until 28 October 2014.

External Consultations

44. External consultation responses are set out in **Appendix B**.

Internal Consultations

45. Internal consultation responses are set out in **Appendix C**.

Representations

46. A total of 57 responses (1 by a resident of an unknown address) have been received, mainly by email. Of these responses 23 were from residents of Longstanton, 12 from residents of Rampton Drift, 6 from residents of Oakington and 6 from residents of Willingham.

47. **Appendix D1** provides a summary of the representations received during the public consultation period. Those made by residents of Rampton Drift and the Rampton Drift Management Company are summarised in **Appendix D2**.
48. Key themes in the representations are provided below:
- Transport - traffic impact on A14, B1050 and surrounding villages, a request for early provision of the southern access road, the need for careful management of construction traffic and adequate parking provision across the site. Closure of the airfield road was popular amongst a number, though not all.
 - Drainage and water resource capacities, concern about the phased nature of the system, future management and maintenance and requests for attenuation ponds for Oakington.
 - Early provision of essential community facilities, education and the town centre.
 - Extent of green separation and use within these areas, with the wish to preserve the Longstanton Conservation Area.
 - The relationship of the proposed development with the housing at Rampton Drift and ensuring the amenities, access and services of Rampton Drift residents are maintained and where possible brought up to the same standard as those of Northstowe.

Assessment

49. From the consultation responses and representations received and from inspection of the site and the surroundings, the assessment is structured under the following headings:
- Principle of Development
 - Urban Design & Landscape
 - Transport and Connectivity.
 - Flood Risk & Drainage
 - Environmental Impact Assessment
 - Environmental Health
 - Housing
 - Sustainable Development
 - Education
 - Community
 - Economic Development and Local Centre.
 - S106 Heads of Terms & Viability

Principle of Development

50. The development proposal has been compiled to accord with the Northstowe Area Action Plan. It also needs to be considered against the endorsed Development Framework Document 2012 (DFD), which is now a material planning consideration. The DFD provides a site wide master plan incorporating a vision for Northstowe and sets out clear development principles for the town as a whole as required by the NAAP. The phased delivery approach of an initial phase of development off the B1050 was agreed in principle as part of the DFD and, in part, in response to the government halting progress on the major A14 improvement works at that time. A clear programme is now in pace for Cambridge – Huntingdon A14 improvements, which is clearly a relevant

consideration for this proposal , as it will ensure that the strategic highway network has the capacity to support the scale of development proposed at Northstowe.

51. The NAAP was written in the context of the whole town being delivered as part of one single outline planning application and not as separate phases. In this context, certain implementation requirements have been adapted to fit the current situation. For example, the town centre strategy will be secured as part of this planning application. This, with the early delivery of facilities including the secondary school within the timeframe of Phase 1, provides Sustainable Development in accordance with the policy requirements of the NAAP, and in line with the presumption in favour of sustainable development as set out within the National Planning Policy Framework, 2012.
52. The NAAP was adopted in 2007 and predates the NPPF and also national and economic considerations have out dated certain aspects of the supporting text within the NAAP. Nevertheless, the proposed strategic approach to the delivery of Northstowe is not considered to depart from the NAAP, nor would it harm its integrity as a strategic Development Plan Document, unless the determination of the current development proposal was considered to represent adverse impacts that could not significantly and demonstrably outweigh the benefits of the scheme.
53. In summary the development proposal takes into consideration future cumulative development along with the necessary site wide infrastructure requirements. It supports the delivery of the wider town, and does not represent piecemeal or unsatisfactory development.

Urban Design and Landscape

Illustrative Masterplan.

54. The illustrative masterplan included at **Appendix E**, outlines an indicative approach showing how this phase could be brought forward. It includes principal access from the south west from B1050 and two primary roads running from phase 1 in the north, and continuing onto phase 3. These run parallel to and either side of the central bus way which passes the centre of the town centre. The masterplan illustrates a more dense form of development than phase 1 with highest densities in the centre and along the busway moving out to lower densities. There are four greenways, running east- west, one to the north adjacent phase 1, one along Rampton Road which in time will be closed to road traffic with the residents of Rampton Drift served from roads 'within' Northstowe', one along the southern boundary adjacent to phase 3. The two smaller greenways within the site have been combined to form a more significant feature within the latest parameter plans. The secondary school, including dual use sports centre is located on the eastern edge of the town centre adjacent the outdoor sports hub, with the waterpark and attenuating ponds also running along the eastern boundary of the site, alongside the Guided Busway, in the same manner as phase 1. A second primary school is shown in the former officers' mess building adjacent Rampton Drift, and three areas of allotments are shown one within the northern greenway, and two close to the western boundary. Along the western boundary there are some sports pitches, alongside Magdalene Close (completing the northern sports hub from phase 1) and areas of informal open space providing green separation to the village of Longstanton. The masterplan has been designed to make best use of the existing landscape features such as hedgerows and trees, and a number of the existing buildings such as the offices

mess, pill boxes and water towers will be retained as reference points within the development.

55. As with phase 1 achieving high quality design is crucial; this will be achieved across the settlement, on all phases, by all individual builders, who will need to abide by the design codes and a number of other strategies covering a range of matters including the town centre landscape, housing, road adoption etc. The town wide strategic design code is already in place which applies to all phases, and the second part will address matters solely related to Phase 2. The design code will be brought to Committee for approval.
56. The proposals were presented to the Cambridgeshire Quality Panel on 1 April 2014 and 28 October 2014. The Panel found the proposals to be generally encouraging particularly where concerns and questions from the first review had been addressed. The Panel considered that the quality of Northstowe is of utmost importance, being the largest of the strategic housing opportunities around Cambridge and considered that it should be delivered with rigorous oversight to ensure the position the Cambridge locality currently enjoys as a national benchmark is maintained, emphasising that the scheme needs to be a model development across all areas. The Panel raised items for further consideration, including:
- Ensure that dual use of green space works properly without detriment to users;
 - Ensure community spaces work for all residents;
 - The ability of the secondary school to cope with everything that they are being asked to do;
 - It is critical that management and ownership issues are resolved, together with further work on governance models;
 - Car parking strategy and how the multi-storey car parks will work, particularly focusing on the phased densification of the development through time;
 - Where the employment will be sited and the nature of it.
 - Greater level of detail and articulation regarding sustainability targets including how they will be improved over time;
 - Need to ensure that design parameters and frameworks do not allow poor design, whilst also not constraining more ambitious house builders;
 - How the town centre will be phased and built out;
 - Consideration of a more flexible approach to building heights;

Landform

57. The main Phase 2 development area is relatively level, with levels gradually falling to the north. Within the wider site of the Oakington Barracks and airfield there are a number of manmade local topographic features, including raised mounds and a manmade pond. Unlike phase 1 limited changes to landform are proposed other than to the north east to ensure that the site can be adequately drained. An existing levels plan together with proposed levels parameter plan have been submitted as additional information to explain the proposed site topography and the relationship between features and levels. This is deemed acceptable in principle and will form a material consideration in the formation of the design code to be secured by way of condition.

Connectivity

58. The masterplan for Phase 2 is based on grid enabling a varied network of movement opportunities for pedestrians and cyclists, both within the development and with surrounding areas. The greenways provide the basis for the pedestrian

routes; with cycle routes also along them and along segregated cycleways alongside the primary streets and the busier secondary streets. Motor vehicle connectivity is along the western and eastern primary streets with limited east west connectivity between them across the busway.

Green Separation

59. The Phase 2 proposals continue the principle established in the Development Framework Document of a green separation between Longstanton and the new development. To the east of Magdalene Close, north of Rampton Road, there is a landscape buffer of 20m width, east of which are playing fields for the Phase 1 sports hub, making an overall green separation of 119m from the site boundary to the edge of development parcels. In the Conservation Area the green separation between new development parcels and the most easterly corner of existing gardens in Longstanton is 290m. East of Toadacres the green separation is 25m to the edge of the development parcel. Landscape buffer zones will also be provided around Rampton Drift. To the north of Rampton Drift across Rampton Road will be a greenway of variable width, but minimum dimension 19m. West of Rampton Drift will be a landscape buffer of variable width, with an average of 24m. East of Rampton Drift will be a landscape buffer of 4m width. South of Rampton Drift will be a landscape buffer, wider to the west and narrower to the east adjacent to the Rampton Drift play area, being 2m at its narrowest point.

Character

60. Phase 2 largely corresponds to the Central character Area identified in the Phase 1 Design Code. This forms the mixed-use core of the town centre, including town centre uses, higher residential densities and the historic elements of the site. This area will be urban in character; and the characteristics for this will require establishment in the Phase 2 Design Code to promote high-quality contemporary design based upon the traditional architecture, landscape, and urban forms of the surrounding fenland market towns.

Water Park

61. The Water Park is located in the eastern part of the site and its main function is for water attenuation. The area will also provide a major area of open-air recreation that forms a gentle transition between the western confident edge and the existing grasslands beyond the site. Water levels will fluctuate due to periodic rainfall events (more details can be found in the Flood Risk Assessment and Drainage Strategy accompanying this application). Strategic attenuation ponds located on the periphery of the water park, will accommodate permanent water up to a maximum depth between 1m and 2m. These temporary attenuation ponds on the edges of the park are shaped by a subtle undulating landscape that creates an important, rich ecological environment.

Built Form

62. The built form of Phase 2 will be a linear urban grid providing a high level of continuous built frontages. The built form will be bisected by streets, greenways and swales, which provide sustainable drainage channels. At the heart of the town centre will be a town park/town square as the focus for formal and informal community activities.
63. Fronting the busway, buildings will typically be the equivalent height of 3 to 5 storey domestic buildings. Along the section of the busway crossing the town

centre and around the town square, retail, food & drink, and community facilities will be provided on ground floors. In the defined town centre building heights will also be up to the equivalent height of 5 storey domestic buildings.

64. The bulk of the residential areas will have building heights up to the equivalent height of 3 storey domestic buildings. Towards the edges of the development, residential buildings will form well-defined and continuous built frontages integrating shadow pockets in the building mass, changes in architectural style, and garden elements to break extended linearity of facades. To the east and south of Rampton Drift the height of buildings will be limited to the equivalent height of 2 storey domestic buildings. The HCA has recently committed to limit the height of buildings up to the north of Rampton Drift to 2 storeys as well. This will be conditioned.
65. A strategic disposition of landmark buildings and a hierarchy of streets and open spaces will reinforce urban structure providing legibility and cohesiveness. Northstowe Phase 2 will also promote a variety of residential building typologies in order to ensure the creation of a diverse place for an inclusive and vibrant community.

Ecology

66. Policies NS/12(1f) and NS/17(4) of the NAAP require Northstowe to include a network of green spaces which are attractive, beneficial to wildlife, and fully integrate with the wider countryside. These areas are also able to contribute to the informal recreational needs of the town and make the best use of the existing environmental resources. New biodiversity features, including the Water Park, are also called for in the NAAP.
67. A full programme of ecological surveys and monitoring has been undertaken in order to inform the development of the application. This work has been used to identify important ecological features and any species requiring protection. An outline Ecology Management Plan (EMP) is also provided. The EMP aims to identify key ecological features at the site and describe how these will be protected and enhanced during the construction and operation of the proposed development. It will continue to be developed as the proposed construction details evolve, to provide a strategy for managing the ecological resources at the site and for optimising their value. The submission of a full landscape and ecology management Plan (EMP) will be a condition of any permission.
68. The following ecological features were considered in the assessment: habitats (arable, improved grassland, neutral semi-improved grassland and broadleaved scattered trees, hedgerows and buildings); mammals (bats; badger; brown hare); a wide range of bird species, (including quail, barn owl yellow wagtail, grey partridge, lapwing, skylark and corn bunting); amphibians and reptiles (great crested newt; common toad; grass snake; common lizard); and invertebrates. These features were valued at a parish to county scale.
69. Permanent habitat loss would lead to a significant adverse effect on arable species and habitat. To mitigate this, a scheme to compensate for the impact on farmland birds will need to be secured through the S106 agreement. The assessment also acknowledges a temporary disturbance to barn owl whilst the creation of the waterpark would lead to residual significant beneficial effects on greylag goose, mallard, reed bunting and great crested newt. No other significant effects have been identified. The proposal includes a number of new biodiversity features, designed to create new habitat for wildlife as well as act as corridors to

provide connectivity between these areas and the wider landscape. The attenuation ponds and wider environment in the Water Park to the east of the site have been carefully designed to provide an extensive wetland habitat and maximise biodiversity value. For example, the gradient of the banks and depths of the waterbodies is varied to enhance the ecological value of the habitats, whilst small peripheral depressions are proposed which will retain water as the main ponds are pumped out in order to provide suitable breeding habitat for great crested newt. Informal greenways have been established through Phase 2 to connect biodiversity features within the town and create a network of habitats.

70. Swathes of open, rough grassland will be interwoven with meadows, sporadic tree clusters, shrubs and pedestrian and cycle ways. In line with the requirements of the NAAP, it is the intention to maximise biodiversity more generally within the built development. Green roofs are proposed on the public buildings, and bat and bird boxes will be installed onto buildings and/or the fabric of building walls. Mammal tunnels and other means of crossing severed routes will allow biodiversity networks to be retained.
71. The applicant has also confirmed that they will work with the RSPB, outwith the planning application process, to help deliver its project at Fen Drayton Lakes.

Heritage and Archaeology

72. Phase 2 of Northstowe is located primarily on the site of the former Oakington Barracks. The heritage setting of the site has informed the development of the proposals for the site, from the Framework Masterplan (endorsed in July 2012) to the approach set out for Phase 2.
73. NAAP Policy NS/18 sets out a requirement to propose suitable long-term uses for identified heritage assets. It also states that structures such as pillboxes should be retained and maintained as features in the landscape. The application satisfactorily addresses these policies with the retention of a number of existing key features and a programme of archaeological investigation to enable preservation by record, secured by planning condition.
74. Features to be retained include:
 - the listed pill boxes within the site. Design development has incorporated these structures into public open space, enhancing their setting and providing an opportunity for public access, appreciation and understanding, which does not currently exist. In particular the shape of the water bodies in the Water Park has been designed to ensure that these assets can be retained in situ. The proposed use of the pill boxes allows for heritage use, bat hibernacula and temporary arts projects.
 - the Officers Mess and Guardroom and water towers. Although these buildings are not listed and are identified as having low heritage value they reflect the former use of the site. The Officers Mess has been identified as the site of a primary school. A future viability study will determine how the building could be converted to a school. The Guardroom could be used for a range of uses and details will be set out in the reserved matters application for that phase of development.
 - Preservation in situ of the areas of archaeological interest in the area of Green Separation.

- Enhancement of the Longstanton Conservation Area through enhanced landscaping along the western edge of the site.
 - More generally, the layout of Phase 2 reflects the military heritage of the area, for example by making use of the boulevard running through the former barracks.
75. Across the wider Phase 2 site, including the area where the Southern Access Road (West) is proposed, a programme of archaeological investigation will be implemented to enable preservation by record. These works will be undertaken in accordance with the Heritage Strategy set out at Appendix B. The requirements of paragraph 128 of the NPPF, which requires the applicant to describe the significance of any heritage assets (designated or otherwise) affected by the application, is addressed by Chapter 9 of the Environmental Statement.

Urban environment

76. The Central Character District is envisaged to deliver 'a new mixed-use town centre delivering retail, commercial and employment opportunities within a walkable core served by the dedicated busway, containing a secondary school, two primary schools and a market square and town park, together with higher density housing than the other two character areas. This mix of uses, activities and built forms must be moulded into a homogenous and integrated whole, with a clear identity, through the Design Code.
77. The approach to the detailed design of Phase 2 should address the following objectives:
- Northstowe Phase 2 will promote high-quality contemporary design based upon the traditional architecture, landscape, and urban forms of the surrounding fenland market towns
 - The development of Phase 2 should be perceived as a continuation of Phase 1 to ensure an integrated town of Northstowe
 - Create a strong connectivity with neighbouring communities
 - Historically valued structures and characteristics should be retained where a suitable and viable use can be identified;
 - Preservation of mature and high quality vegetation should be ensured by the layout of Phase 2
 - Road alignment within the barracks site should be retained as much as possible to incorporate the historic legacy of the area
 - Legibility of the built environment by using an urban grid that reflects the one currently found in the barracks site
 - Clearly defined primary public spaces along the dedicated busway, the town centre, and the town square
 - Development fronting the dedicated busway should be laid out to a consistent built line and to similar height to define the public realm of the busway corridor and create a more interesting and varied built form
 - The architectural and urban character of the new development should promote a contemporary interpretation of traditional forms of the market town
 - Local materials should be predominantly used to integrate the development with surrounding villages
 - Use height variations and application of materials to differentiate hierarchy of buildings and land use areas

- Establish active street frontages at ground level with residential uses on top along the section of the busway within the town centre, which ensure all public realm areas are afforded natural surveillance from overlooking
- Establish an active frontage around the town square with a variety of retail, community, and commercial and civic facilities at ground level conveniently accessed from around the town
- Promote a distinctive education offer closely linked to town centre and sports facilities
- Implementation of a sustainable water drainage strategy across the site;
- Use of water features as key design elements of the public realm and streetscape of Northstowe
- Definition of a confident edge between built and landscape areas to ensure that the built extents of the development and separation between neighbouring villages are clearly defined.
- Clearly defined ownership for public, private and semi-private amenity space to plots. Provide a range of garden spaces, appropriate to the size and location of dwellings. Defining the street edge and transition spaces to homes, considering arrival, parking, refuse and cover (e.g. porches).
- A hierarchy of street types (primary and secondary roads, mews and active frontages to green areas).
- Provide opportunities for a mix of dwelling types (e.g. family homes with integrated or separate mews houses to the rear).
- Potential to phase the development of blocks, such as the provision of dwellings to primary roads with a defined front and subsequent mews developments at a later date.
- Dwellings will be laid out to meet facing distance requirements of a minimum of 25m. Integrating courtyard-dwellings provides opportunities for dwellings to have a varied arrangement of layouts and potentially greater density.
- Individual dwellings to provide off street parking within plots. Townhouse dwelling types to be developed to provide parking without requiring all dwellings to have front car drives between pavement and house. Mews and raised podiums provide opportunities to remove individual parking access from primary and secondary roads.
- One of the main place-making principles for Phase 2 is the seamless integration of the landscape, of the site's ecology and hydrology, in the urban layout of the main Phase 2 development area. Landscape is proposed to act as one of the main structuring elements of Phase 2, rendering a multi-functional space for connectivity, play, leisure, health, food production, and learning.

Parameter Plans (Appendices F-K)

78. The Design and Access Statement identifies that the Parameter Plans “provide an indication of the design principles, which will inform detailed design proposals”. This is appropriate, as these plans represent an indication of intent, the development of detailed design proposals may require minor amendment to early structural indications, provided that they do not necessitate major deviation to the Parameter Plans. Following expressions of concern in respect of the content of the plans, the planning application was amended on 16 February, 2015 and five new parameter plans were submitted. Officers considered whether the proposed changes were of sufficient quantum or qualitative in the changes proposed to require re-consultation but considered that this would not be required. Furthermore the proposed changes represented positive responses to the consultation.

Landscape and Open Space Parameter Plan

79. This plan illustrates the amount and type of open space proposed for Phase 2 and includes the following elements:
- Green Separation
 - Greenways
 - Water Park
 - Sports Hub
 - Town Park
 - Attenuation Ponds
 - Swales
80. Amendments:
The applicants originally submitted a plan with provision for a town square of 0.36 ha and no provision for a town park. This space has been increased in size on the amended parameter plan from approximately 0.36 ha to 0.75ha to provide a combined town square and park. The applicants have agreed to a town square/park of 1.2ha but have not provided a further amendment to the parameter plans to illustrate this. A planning condition will request that a town park/square of 1.2ha is provided as part of any approval.
81. One of the south-westerly greenways has been removed and combined with the greenway that provides a link from Longstanton to the town park/square and onto the Eastern Sports Hub. It was considered preferable to have one expanded greenway rather than two smaller greenways so that a more defined route would be provided to two of the towns' most important features (the town square/park and eastern sports hub). Furthermore, a large greenway will have greater potential for biodiversity enhancement than two smaller greenways. It should be noted that a swale will remain in place of the greenway that was removed and so some green relief will still be provided in this location even though it can no longer be classified as a greenway.
82. During the course of consultation the land use parameter plan was amended to provide for more education land at the expense of residential in order to meet the statutory requirements for the secondary, primary, special needs and post 16 education in the eastern education 'hub'. This is welcomed and it is considered that the total area for education uses across the site acceptable.

Building Heights

83. Description:
The building heights plan zones Phase 2 on the basis of maximum building heights. These heights range from a maximum of 2 storeys to a maximum of 5 storeys in the town centre.
84. Amendments:
The original plan has been amended to illustrate maximum building heights of 2 storeys along the south eastern and north eastern boundaries of Rampton Drift. The original plan showed a maximum height of 3 storeys along these two boundaries of Rampton Drift. The amended plan also illustrates that the corner of the town centre closest to Rampton Drift cannot be more than 4 storeys in height. The town park is located within the town centre zone where a maximum height of 5 storeys is prescribed. The HCA have agreed to reduce the maximum height of buildings from 3 to 2 storeys along the section of Rampton Road closest to Rampton Drift. This will be subject to a planning condition.

Movement and Access Parameter Plan

85. The layout of the busway corridor, the primary roads and the cycle/pedestrian routes are shown on this plan. The section of the busway to be shared between cars and buses is also illustrated on the plan.
86. Amendments:
The main alteration to the original plan has been a reduction to the amount of busway that will be shared between cars and buses. The amended plan illustrates that the shared section of the busway will now only start at the edge of the town centre rather than within the town centre. There have been minor alterations to the layout of the cycle/pedestrian route in response to changes in the layout of greenways. An additional change is required to amend a footpath/cycleway so it goes round rather than across the paddocks adjacent Longstanton village, and this will also be subject to a planning condition.

Residential Density Parameter Plan

87. This plan illustrates the proposed densities for different areas of Phase 2. The three densities are:
- 35 to 40 dwellings per hectare
 - 41 to 60 dwellings per hectare
 - 61 and over dwellings per hectare

Amendments

88. The only amendment to this plan has been the removal of the 'L' shaped piece of land on the eastern school site because it has been agreed that this piece of land will no longer have a flexible residential / school use. The 'L' shaped piece of land has been amended on the Land Use Parameter Plan to have a school use only and so density figures for dwellings no longer applies. Whilst there has been a reduction to the maximum height of buildings around the north eastern and south eastern edges of Rampton Drift the density range has not changed in this part of the town.

Proposed Levels Parameter Plan

89. This plan identifies the approximate proposed ground levels, at a series of locations, together with areas of cut and fill.

Summary

90. The Phase 2 planning application provides adequate information as to the structure of the development proposals to provide an appropriate basis for development. As indicated above, further detailed information is required in respect of various matters, but these will be addressed further in the design code and all future reserved matters applications along with other suitably worded conditions commensurate to each material consideration.

Transport and Connectivity

Background

91. The site of Northstowe Phase 2 is proposed to be accessed by vehicular transport from the A14 via the B1050 Hatton's Road. The Highways Agency is currently progressing proposals for the A14 Cambridge to Huntingdon Improvement Scheme which was submitted for a Development Consent Order in late 2014.
92. The B1050 Hatton's Road forms a grade separated junction with the A14 at its southern end (Bar Hill junction) and broadly routes from north to south linking to Longstanton (via Hatton's Road) and Willingham to the north (via Station Road). Between Longstanton and the A14, the B1050 is currently a single carriageway road, with no street lighting or footways on either side. Dry Drayton Road currently forms a route from the A14 to Oakington. The A14 forms part of the trunk road network maintained and operated by the Highways Agency, and is the main route from Cambridge to Felixstowe to the east and Birmingham to the west (via the M6).
93. Transport and access are key to the success of Northstowe, both within the new town and to the surrounding area and beyond. As set out in Section 3.4 the proposals for A14 improvements are well advanced and should be in place prior to occupation of homes in Phase 2. These improvements will deliver additional capacity to the A14 corridor, thus satisfying the requirements of NAAP Policy NS/10.2.
94. The NAAP (Policy NS/10.1) states that adequate highway capacity will be required to serve all stages of development, including a new road into the southern end of Northstowe. The comprehensive Transport Assessment (TA) submitted in support of the Phase 2 planning application and subsequent follow up work undertaken by the applicant demonstrates that there is adequate highway capacity.

Transport Modelling

95. Overall it is considered that the applicant has applied a thorough approach to assessing the transport impacts of the Phase 2 development in terms of modelling. The approach taken has included using the Cambridge Sub-Regional Model (CSRM) to understand the strategic impacts, and smaller scale junction models to understand local impacts. This work also included undertaking a benchmarking exercise to compare base year CSRM predictions with observations, and some adjustments to further improve the model in the area around Northstowe. Although the approach to modelling is considered thorough, it has required further verification and cross referencing to give comfort that the outputs are reasonable and correlate with other models and approaches including some 'first principles' checks. This has been completed by the applicant to the satisfaction of CCC officers. In addition, a further review of modelling undertaken by the Highways Agency (HA) in connection with the A14 Huntingdon to Cambridge scheme, has been completed for a consistent understanding of the two sets of proposals.
96. The modeling has been undertaken to give an indication of the predicted traffic flows, and use of other transport modes, associated with the development and hence provides a basis for determining what mitigation measures are required.

Highway Access Strategy

97. Modelling suggests that development of Phase 2 can only be undertaken subject to the delivery of the HA's A14 Huntingdon to Cambridge scheme. The Highways Agency (HA) has therefore recommended that a condition is added ensuring that this is the

case.

98. The modelling also suggests that, for Northstowe Phase 2, suitable highway access capacity can be provided via a combination of:
- the northern signalised access on the B1050 proposed for Northstowe Phase 1; and
 - a new single carriageway southern access road connecting to a new roundabout on the B1050, together with a dual carriageway connection from that roundabout to the improved A14 Bar Hill Interchange proposed by the HA as part of the Cambridge to Huntingdon improvements.
99. It is proposed that in Phase 3 the Southern Access Road West would be upgraded to dual carriageway, and that a Southern Access Road East linking to Dry Drayton Road, would also be provided but this will require further analysis at that time. Although all of the analysis to date suggests that a single carriageway Southern Access Road West has more than adequate capacity for Phase 2, a condition can be imposed requiring this to be improved to dual carriageway standard should monitoring of traffic flows show this is needed earlier.
100. In addition to the above analysis, there will also be a need for a detailed engineering review of all of the proposals, including road safety audits, as part of the standard technical approval process. This can be conditioned as part of an approval of any outline planning permission.

Public transport

101. The site of Northstowe benefits from rapid transport connections and key strategic links to neighbouring areas. The Cambridgeshire Guided Bus (CGB) opened in August 2011 and runs along the eastern boundary of the overall development site of Northstowe, providing a unique opportunity for future residents to rely on higher levels of public transport accessibility and be connected with Cambridge and Huntingdon. Usage of the service has been good, and Stagecoach has stated that additional buses were planned to be provided by the end of 2014 to increase capacity on the route. The existing CGB stops are located approximately 1km to the south east and the north of the main Phase 2 site area boundary.
102. In addition to new highways, the applicant is also proposing to construct a new length of unguided bus only road which would pass through Northstowe. This is in line with the Area Action Plan (AAP) proposals and is therefore welcomed. However one key matter is that there are interim proposals for around 700m of this route to be shared by buses and general traffic. This would then revert to dedicated use once Phase 3 is delivered
103. The holding objection on this proposal has been removed by Cambridgeshire County Council subject to conditions that there will be no access from the shared road to neighbouring plots, that bus priority will limit any delays to buses, and that should traffic flows reach an agreed limit that the road is returned to bus only use.
104. The applicant is also proposing that Phase 2 will be served by two bus services. These will be an extension to the Citi 5 local bus service that is to be extended from Bar Hill to Phase 1, and additional CGB services, (3 per hour), serving Northstowe.

Parking

105. The Development Control Policies DPD 2007 sets out the existing parking standards for Northstowe. These are for an average of 1.5 spaces per dwelling with an allocation for visitor parking. The Local Plan Submission July 2013 has an increased provision of an average of 2 spaces per dwelling. Paragraph 10.23 also states that this is indicative, and encourages a design led approach whereby car parking is considered as part of the design of the development and incorporates smart measures like car clubs, and electric vehicle charging.
106. Policy T1/3 of the emerging Local Plan encourages applicants to justify the level of parking proposed for a development, considering provisions for travel and accessibility to other modes as part of this. It is through this evidence led approach that the level of car parking for a development can be agreed. Both the existing and emerging car parking policies should be considered until such a time as the emerging Local Plan is adopted.
107. The overall provision of parking for residential units was originally proposed to be an average 1.5 spaces per dwelling, in line with the standards set out in the Development Control Policies DPD. Allocated spaces will be in garages or on plot parking; unallocated spaces will be on-street or on block. In addition to the provision for each dwelling, there will be on-street provision for visitors (in marked bays). It was proposed that one allocated space will be provided per 1 or 2 bedroom flats and 2 and 3 bedroom houses, and two allocated spaces for 4 and 5 bedroom houses. Unallocated parking would be provided for 2 and 3 bedroom houses.
108. The level of provision of parking for the town centre, employment and education is proposed based on an assessment of parking demand and consideration of the Development Control Policies DPD standards. Parking for town centre uses will be provided in public car parks and therefore shared across the different uses. Parking for education uses and employment will be provided as part of the school and employment developments, and managed by those occupants. As the town centre uses will develop over time, there will be a need for an evolving and flexible approach to parking space provision. This will begin with surface car parks, with the opportunity to deck them to increase provision in the medium and longer term. This also enables parking demand to be monitored so that less provision overall is made in the later sub-phases of the town centre if it is not required. The details of parking locations, layout and management will form part of future reserved matters applications. It is assumed that the overall provision will include at least 5% of spaces designated for disabled users in line with parking standards. Parent and child spaces and motorcycle parking will also be provided in line with standards.
109. Officers reaction was that residential car parking levels as originally proposed were too low overall although it is recognised that a balance needs to be struck between over-providing (and potentially encouraging car use) and providing adequate provision whilst seeking to encourage use of other modes. An average of 1.5 car parking spaces per household is considered insufficient with an average of between 1.5 and 2 spaces per household perhaps more suitable and in line with both emerging policy and anticipated car ownership levels.
110. In addition, a detailed strategy with supporting analysis is required for the town centre parking allocation to ensure that a balanced provision is made that both

encourages non-car access, but also ensures the town centre remains viable through adequate car parking being provided. Agreement of a detailed car parking strategy for the town centre will need to be gained via a condition.

111. The applicant has therefore since undertaken a review of the likely level of residential parking required, both allocated and unallocated proposed within the development. This responds to the concerns as to whether the parking level will contribute to creating the right sense of place for Northstowe. The HCA recognises that if there is insufficient parking the street environment and quality of the development as a place to live will be diminished.
112. Analysis has been undertaken of the existing car ownership levels in the local area to Northstowe using data from the 2011 census. This shows that the average car ownership for the area around Northstowe is 1.53 per dwelling which is very similar to the average for South Cambridgeshire of 1.55 per dwelling.
113. The HCA recognises that the parking provision needs to take into account the need for parking for visitors and servicing as well as provide some flexibility across the development to meet car ownership variations without unduly impacting on adjacent properties and areas. The HCA is therefore proposing to increase the overall provision as a result of the review to an average of 1.75 spaces per dwelling.
114. This level of provision takes into account the emerging Local Plan policy through many aspects. The provision is very much design led for Northstowe as the policy requires. This takes into consideration the high level of sustainable mode accessibility to the site via the CGB and the mix of land uses which means a large proportion of trips will be contained within the development and more likely to be undertaken by walking and cycling.
115. The provision will be through a mixture of allocated on plot parking and unallocated parking on block and on street spaces, maintaining the efficiency of shared spaces. This allows households with higher than average car ownership to use spaces that are unused due to households that do not own a car.
116. The development has exemplar provision of walking and cycle routes, and is compact in size. This will encourage internal trips to be made by sustainable modes, as well as the CGB and local bus services which will encourage wider connections beyond Northstowe by bus, which will reduce the need for multiple car ownership by future households.
117. There is also a higher proportion of 3 bedroom and smaller dwellings in Northstowe at 74% than the South Cambridgeshire region of 66%. This could result in a lower car ownership levels across the development which tend to be higher with larger dwellings.
118. The Local Highway Authority considers that the proposals take into account the emerging Local Plan policies and consequently provide for existing levels of car ownership, visitor parking and increasing levels of car ownership in the future, whilst at the same time not over providing and further encouraging high levels of car ownership.
119. It is however considered that further work is required with the applicant to set out the provision of allocated and unallocated parking across the different housing types. Reserved matters will address the detailing of parking provision within the overall average as well as establish an effective Parking Management Strategy.

These elements are important to ensure that the provision of parking contributes to rather than detracts from the sense of place of Northstowe. The establishment of a car club as well as the range of other travel planning measures will also be important to minimise car ownership and use in Northstowe Phase 2.

120. The holding objection on this proposal has been removed by Cambridgeshire County Council subject to conditions for a parking management strategy, no use of parking courts, exemplar street design for residential streets and the details of cycle parking to be agreed, should be included in any approval.

Cycle Parking

121. The proposed development provides cycle parking and storage provision to facilitate cycling as a main mode of travel for residents, shoppers, students and employees at Northstowe. Cycle parking was originally proposed to be provided in accordance with standards set out in the Development Control Policies DPD noting that in the town centre area there are likely to be shared trips which should be taken into account in overall provision. The town centre cycle stands would be provided in locations 'pepper-potted' throughout the development to enable them to be very convenient for shops and services and will be detailed in future reserved matters applications.
122. Initial views of County Council officers were that the proposed levels of cycle parking would be inadequate, particularly for households. This is also below emerging policy and is a key element in enabling residents to own and use a bicycle.
123. At the request of officers the HCA has amended the provision of cycle parking to follow that of the emerging Local Plan of one space per bedroom. This is acceptable and will encourage ownership of cycles by residents of Northstowe. Determining the location and provision of cycle parking will be determined at the Conditions and reserved matters stage.

Connectivity

124. The DFD establishes that priority will be given to pedestrians and cyclists when designing streets and spaces, particularly over cars.
125. A Transport Assessment has been prepared to provide a detailed evaluation of current movement conditions and to consider potential transport implications of the development of the site and to identify measures to mitigate adverse impacts identified in accordance with national and local policy and guidance.
126. An inclusive and legible movement network should manifest itself in a well-defined hierarchy of streets, safe pedestrian and cycle routes, and correct distribution of land uses. The general aims of the access and movement strategy are to:
- Integrate existing public rights of way;
 - Create an interconnected network of streets and public spaces;
 - Arrange and align routes first and foremost for ease of walking and cycling;
 - Create a visual hierarchy of streets with legible characters.
127. The road network for Phase 2 will encourage sustainable travel based on a street hierarchy that includes the busway, primary roads, secondary roads, and mews.

The street hierarchy for Phase 2 will allow safe pedestrian and cycling connectivity at every level. Northstowe Phase 2 will be linked to the Cambridgeshire Guided Busway (CGB) by the bus only road through the main Phase 2 development area from early stages. This key element is intended to provide sustainable travel towards Cambridge and Huntingdon for both residents and those working in Northstowe.

128. Primary roads will allow efficient movement through the site, whilst secondary and tertiary roads will be designed to provide safe domestic access and street environment.
129. A bus only road is proposed through the heart of Northstowe town centre which will link from the CGB route in the south (where there is a junction provided north of the Oakington bus stop) through Northstowe to the Longstanton Park and Ride in the north.
130. Secondary roads, together with tertiary roads, constitute the majority of the streetscape in Phase 2. There will be a network of secondary roads internal to the development and there are proposed to be various locations where routes will cross the bus only road, requiring appropriate junction layouts to ensure buses are not subject to undue delay as well as cater for walking, cycling and traffic movements.
131. The development will be designed to be accessible to all members of the community and in accordance with the Disability Discrimination Act 2005. This is relevant to the provision of facilities for the disabled, including those with visual and hearing impairments, those with limited mobility, the elderly, those with pushchairs or small children and other vulnerable users. Examples of the areas that will be subject to these considerations are:
 - Creation of legible and permeable built environment for all users through the creation of a clear hierarchy of street and spaces and careful detailing of the public realm
 - Main entrances to buildings with level thresholds or suitable provision for wheelchairs
 - Limiting the gradient of ramps to acceptable levels and providing level rest areas to enable wheelchair access
 - Dropped kerbs at all crossings
 - High quality bus facilities that allow a step-free access to vehicles;
 - Provision of disabled parking spaces at the appropriate levels and dimensions, located in preferential locations close to the main entrances of residential, commercial and employment developments; and – Equal and consistent access to be provided for all potential residents including those with visual and hearing impairments, those with limited mobility, the elderly, children and other vulnerable users.
132. Walking and cycling will be encouraged as the main travel mode within Northstowe Phase 2. The street design of the main Phase 2 development area prioritises the inclusion of safe and dedicated pedestrian routes and cycle paths. In determining which improvements might be included for Phase 2, priority has been given to:
 - Enable residents trips to be made on foot or cycle to and from Northstowe

- Enable trips to the town centre from existing communities (Cottenham, Oakington, Longstanton, Willingham, Over, Bar Hill) to be made on foot or cycle
 - Provide opportunities for leisure walking, cycling and horse riding to be made from Northstowe into the wider communities and countryside through improvements made through measures secured through the S106 negotiations.
133. New cycleways and footpaths are planned to link to the existing bridleway network in order to connect the main Phase 2 development area with surrounding settlements, as well as with the Phase 1 development. Improvements to the Public Rights Of Way are anticipated to be provided as part of the development (details are provided in the Transport Assessment). The dedicated cycling network of Northstowe Phase 2 will be linked to the existing commuter cycle network via the bus only road to where this joins the CGB north of Oakington. Provision of cycle parking facilities throughout the development of Phase 2, as well as within all dwellings, will establish high quality cycling facilities in Northstowe.

Cycling

134. The overall development site of Northstowe has access to a wider commuter bicycle network which already provides good connectivity between neighbouring communities and Cambridge. There are existing cycle routes between the site and Willingham to the north and Histon / Girton in the south, including the National Cycle route adjacent to the CGB.
135. Between Girton and Oakington there is an off-carriageway shared walking/cycleway provided on the eastern side of the carriageway, which also ties into an off-carriageway route adjacent to Park Lane, (also known locally as Gatehouse Lane), linking to Histon and the CGB. At its southern end in Girton the cycle route ties into the extensive network of routes within Cambridge.
136. The DFD has been amended to safeguard the principle that all footpath and cycle routes within the built environment should be overlooked to promote safety. Additional guidance on this will be included as part of the town-wide design code considerations, and the design code considerations for Phase 2 against which subsequent reserved matters applications will be assessed. This accords with the vision set out in the exemplar list to ensure that a convenient, safe and 'walkable neighbourhood' with good provision for cyclists.

Cycling within Northstowe

137. A key aspiration of members, officers and cycle groups is for Northstowe to represent best practice for the UK in terms of the provisions for cycling within Northstowe as much as is possible. Journeys within Northstowe will be short, and with a network of closely spaced segregated cycle facilities this will encourage local trips to be made by cycle by people of all ages.
138. Following the original submission of the planning application officers and the three main cycle groups of Sustrans, Cyclists Touring Club Cambridge Right to Ride, and Cambridge Cycling Campaign discussed the proposals and a series of questions were made of the application to the HCA. These questioned the provisions along primary streets, secondary streets the busway, town centre and at key junctions.

139. The applicant has sought to address each of the concerns raised in a very positive manner by first seeking to understand the concerns and then to address them. This led to revised proposals for the cycle network and key street layouts to be made. This includes revisions to the layout of the primary streets, secondary streets and the busway. Segregated cycle paths are proposed along the primary roads and secondary type 1 roads at 2.3m wide on each side of the streets. The bus way proposals also allow for a bi directional cycle path of 4.5m width.
140. Together with the greenways, this gives a very good network of segregated cycle routes across Northstowe. On top of this will be quiet routes along secondary roads and tertiary roads where traffic flows will be lighter.
141. The provisions within Phase 1 are considered exemplar and this is carried forward into Phase 2. Segregated provisions are generally wider and the network more closely spaced, reflecting the busier nature of Phase 2.
142. Revisions to the Movement and Access Parameter Plan have been made to reflect the underlying work on the street layouts and cycle network.
143. The applicant has met with the cycle groups to discuss the proposals where the members expressed their appreciation of this work. Some issues remain, as one might expect, and the applicant will need to continue to work with County officers and the cycle groups on resolving these issues through the discharging of reserved matters. Overall the cycle network provisions within Northstowe are strongly supported by CCC officers.

Framework Travel Plans

144. The scale of proposed development triggers the need for Travel Plans for the residential, employment and school elements of Phase 2 development. The Travel Plans would set out the measures to be taken by the developer to encourage residents, employers and employees, and schools to encourage sustainable travel to and from their sites. Robust Travel Plans will be essential to reinforce Northstowe's credentials as a sustainable community.
145. Under the NPPF, all developments which generate significant amounts of movement should be required to provide a Travel Plan. A draft Framework Travel Plan has been submitted as part of the application, and includes measurable outputs and monitoring and enforcement arrangements. The measures set out in the travel plan address a number of the requirements of NAAP Policy NS/11. A Framework Travel Plan will be required as a condition to any approval.

A14 and Wider Transport Issues:

146. The Highway Agency is the Government agency responsible for the management of the A14, as part of the strategic highway network.
147. The HA has given full consideration to the information submitted by the applicant in the TA, and has responded that the Phase Two development is acceptable with the completion of the Huntingdon to Cambridge improvements along the A14.

Traffic Monitoring and Management Strategy

148. Significant concerns have been expressed by consultees, including the County Council, about the impact of development traffic upon the local road network. In terms of local impacts and how potential local increases in traffic flows might be mitigated, these include proposals for Willingham crossroads, potential traffic management on Ramper Road between Longstanton and Swavesey, and for Rampton Road between Willingham and Rampton.
149. Although Officers are satisfied that the model outputs give as best a knowledge of transport patterns associated with the development as is reasonably possible, including movements on the local networks, there may be some localised unforeseen changes in traffic flow.
150. In line with Phase 1, a Traffic Monitoring and Management Strategy will therefore need to be developed in partnership with the developer and the local community, with the monitoring work and potential management measures funded by the developer. This approach, which has been agreed in principle with the developer and will be secured through Planning Condition and Obligation, will enable funding to be targeted on the parts of the local network where there are other unforeseen impacts and where the local community collectively has the greatest concern. Monitoring will need to demonstrate that measures are required as a result of traffic originating from Phase Two, and will ensure the most effective use of available resources. Monitoring will commence prior to the start of construction works to ensure that a robust baseline for traffic flows is established, and will continue through the build out of Phase Two.

Construction Traffic

151. The preparation of a Construction Environment Management Plan (CEMP) will be required, containing details of the access arrangements for vehicles, plant and personnel including the location of construction traffic routes, details of their signing, monitoring and enhancement measures. Mitigation measures to minimise the impact on surrounding villages are also to be secured.
152. It is recognised that construction traffic is a temporary feature of a new development, and the trips generated will not have a permanent impact of the transport network. However, consultees have expressed strong concerns about the impact of construction traffic upon their local communities. Routing of construction traffic away from local communities will therefore be critical to a successful CEMP.
153. The CEMP will also need to take account of the movement of construction workers to and from the site as well as heavy goods vehicles. A Travel Plan for construction workers, identifying measures such as the transporting of workers by minibus from remote bases will be required as part of the CEMP and will be exemplary in its use. The CEMP will be secured through a Planning Condition covering construction activity and the management of the construction process.

Flood Risk and Drainage

Surface Water Drainage

154. A flood risk assessment has been undertaken as part of the application and has informed the proposed development, thus satisfying the requirements of the NPPF. The assessment concludes that the proposals can be developed safely

without exposing the new development or other areas to an unacceptable degree of flood risk. Indeed, the development will reduce flood risk and provide a benefit to the surrounding area, because of the on-site storage provided. The Drainage Strategy for Phase 2 allows the site to operate independently of Phase 1. This approach has been adopted to ensure that a resilient strategy is delivered and to aid delivery of Phase 2.

155. A comprehensive SuDS strategy is included as part of the proposals for both the main Phase 2 development area and the Southern Access Road (West), which combined with landscaping features, provide an enhanced environment without increasing the rate of surface water run-off from the developed site. These SuDS facilities will be provided for the whole development site and locally within each development parcel. The proposed main Phase 2 development will make use of open swales to convey water from the town to the Water Park to the east. The attenuation ponds will store water before being slowly released, and are able to attenuate for a 1 in 200 year event, plus the forecast effects of climate change. In addition to the rates of discharge, other SuDS methods (such as permeable paving, filter drains and green roofs) will help to improve the water quality of the surface water run-off before it exits the site.
156. This approach is in accordance with the requirements of NAAP Policy NS/21 and Development Control Policies DPD DP/1 and DP/3. The Southern Access Road (West) also incorporates SuDS that discharge surface water via roadside ditches and eight localised ponds where it will be stored and discharged at a controlled rate of 1 l/s/ha to the local award drains. The arrangement of the ponds is shown on Drawings P1100 to P1104.
157. The Surface Water Drainage proposal comprises a Sustainable Urban Drainage System (SUDS) that transfers all surface water runoff from hard surfaces to permeable areas and swales. These strategic swales will carry water through the site from west to east (following the re-profiled site area) culminating at the water park upon the eastern boundary that would hold and attenuate water. The water park will store water before being slowly released, and is able to attenuate for a 1 in 200 year event, plus the forecast effects of climate change.
158. The water park allows water to be released in a controlled manner which means that there will be no discharge from the water park while Cottenham Lode is in flood.
159. The Southern Access Road (West) incorporates SuDS that discharge surface water via roadside ditches and eight localised ponds where it will be stored and discharged at a controlled rate to the local award drains. The proposed storage is based on the 200 year rainfall event with an allowance of 30% for climate change which is in line with requirements for the main Phase 2 Development. In addition to the rates of discharge, other SuDS methods (such as permeable paving, filter drains and green roofs) will help to improve the water quality of the surface water run-off before it exits the site.
160. The proposals for the drainage of the Southern Access Road (west) indicated on drawing P1100 show a series of swales/drainage ditches and ponds that intercept and control the flow to 1 litre per second per hectare for all events up to a 1 in 200 year + 30% for climate change. This accords with the requirements of the IDB requirements in terms of flow rate and is less than the greenfield runoff rate. The proposals are therefore adequate, subject to further detailed design.

161. Opportunities have been taken to use the drainage strategy to create amenity, enhance biodiversity and contribute to a network of green and blue open space across the site. The proposals incorporate minimal land raise in order to maintain current drainage patterns and ensure that surrounding areas are not put at additional risk.
162. The Council's drainage consultant is content that the SUDs proposals, subject to detailed design, will not increase flood risk downstream. The proposals are still at quite a high level and the submission of further information at reserved matters stage should build on the strategy and provide information on how the features will be integrated into the landscape of the development, take advantage of infiltration where appropriate, provide source control and manage water quality. Adoption remains a concern but it is encouraging that Anglian Water are open to the possibility of adopting the strategic features as in Phase 1, as stated in the memo.
163. The Environment Agency (EA) and the Council's drainage consultant have confirmed that the information submitted is acceptable in principle subject to the provision of necessary conditions in order to secure suitable surface water drainage measures, including the operational management of the system.
164. The Area Action Plan includes provision for measures to mitigate existing flood risk to Oakington by providing balancing ponds, if practicable. The HCA has agreed to explore the feasibility of providing flood attenuation for Oakington through ponds on Dry Drayton Road. This is welcomed, as it was not included in the application. The feasibility work will be carried out over the next three months. To summarise, the surface water drainage strategy for Northstowe is an exemplar aspect of the new town, including this application.

Foul Water Drainage

165. The foul water drainage strategy for Northstowe is part of a long term strategy, known as the Land Drainage Solution (LDS), that has previously been agreed with the Environment Agency and Anglian Water. This strategy included channel works to the Swavesey Drain and a replacement pump at Webb's Hole Sluice. The replacement pump is being delivered by Gallagher as part of the Northstowe Phase 1 s106 Agreement. Work has commenced and is due to be concluded by the end of 2015. These measures are intended to serve the whole of Northstowe. For the final aspect of the Drain an alternative solution has been developed, which will use amphibious vehicles. These have been demonstrated on-site in the last weeks.
166. In order to demonstrate that the objectives of the LDS have been met through the works delivered and the maintenance approach, flood modelling has been undertaken. This has been compared with the baseline modelling agreed by the funding partners and Northstowe Technical Liaison Group when the scheme was being designed. An analysis of peak water levels in Mare Fen shows that levels will slightly decrease as a result of the channel works and increased pumping capacity at Webb's Hole Sluice. The scenarios included the whole of Northstowe, Cambourne 950 and an allowance for other future developments.
167. A planning condition is included, on the advice of the Environment Agency, that restricts occupation of Northstowe Phase 2 until such time that the Land Drainage Solution has been completed, thereby preventing any premature additional outfall from the Uttons Drove WwTW. For clarity, the Land Drainage Solution refers to a

scheme which ensures no increase in flood risk and maintains a 1 in 10 year standard of protection.

Environmental Impact Assessment

Introduction

168. The development proposal represents EIA development “major urban development project”, under schedule 2 of EIA Regulations 2011. The application documents and Environmental Impact Assessment (EIA) with associated Environment Statement (ES) / Appendices contain the technical assessments to support the development proposal.
169. There are a number of topic areas in the ES which have been subject to Environmental Impact Assessment (EIA) assessment, which is a means of drawing together in a systematic way, an assessment of a project's likely significant environmental effects. This helps to ensure that the importance of the predicted effects, and the scope for reducing them, are properly understood by the public and the Local Planning Authority before it makes its decision. The matters considered in the ES will be referred to under the relevant topic subheadings within this section of the report, together with any other considerations.
170. The Environmental Statement includes assessment of the following environmental matters:
- Air Quality
 - Noise and Vibration
 - Transport and Access
 - Socio-economics
 - Archaeology and Cultural Heritage
 - Ecology
 - Geology, Hydrogeology and Soils
 - Hydrology and Flooding
 - Waste and
 - Landscape and Visual effects including lighting.
171. The ES is required by Regulation 3(4) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 and is considered to be acceptable in principle. However, given the level of detail provided at the outline planning stage the imposition of conditions and planning obligations will be necessary to ensure that the environmental effects of a proposed development and cumulative development are fully considered and mitigated where necessary for consideration at the more detailed design stages.

Cumulative Impact

172. The EIA Directive requires consideration of the direct impacts and of any indirect, secondary and cumulative effects of a project or in combination with other reasonably foreseeable projects. It also requires consideration of the interactions between the environmental effects listed.
173. The development proposal therefore needs to be assessed in conjunction with the endorsed Development Framework Document as a material planning

consideration, which sets out the masterplan for the wider town with later phases of development representing cumulative development.

174. The Phase 2 EIA takes into consideration the impacts and mitigation associated with Phase 1 and the qualitative cumulative impacts of later phases of Northstowe. Future phase EIA's will follow the same approach cumulatively. The principle of benchmarking the impacts of earlier phases and taking these fully into consideration will be adopted for the preparation of environmental impact assessments for each future phase of development.
175. For clarity the EIA accompanying the planning application for phase 3 will undertake significant effects / impact assessments against three baselines. The first assessment would consider the effects of phase 3 alone, then against phase 1 and 2 and then against the 2011/12 baseline of no development at Northstowe having particular regard to the baselines reported in the phase 1 and 2 applications. This would enable a more accurate and robust understanding of the cumulative effects of the three phases. This would also allow robust and appropriate mitigation to be considered as necessary.
176. In summary the approach set out in paras 16.7 and 16.8 follows that for phase 1 and has been agreed with the applicant for this and future plans.

Environmental Health

Ordnance

177. The Northstowe development site has been subject to previous UXO detailed desk top surveys and electromagnetic geophysical (high performance magnetometer surveys) site surveys including those undertaken by Bactec (Bomb Disposal Specialists) and similar organisations such as the RAF, to identify any risk associated with any buried ordnance and munitions.
178. More recently, Zetica (engineering and environmental geophysics consultants - jointly appointed by Gallaghers and the HCA) comprehensively reviewed previous UXO studies and clearance history etc for the entire site. They also produced a recent up-to-date UXO risk management and mitigation programme / plan which has been approved for Phase 1.
179. This approach is acknowledged in the chapter on Geology, Hydrogeology and Soils and the Design and Access Statement also confirms that previous UXO studies and further ongoing investigation (required as part of an UXO condition relating to Phase 1), will be reviewed on a regular basis and a UXO risk management and mitigation programme / plan will be implemented.
180. This approach is acceptable and the same or similarly worded UXO clearance/mitigation condition to that imposed on the Phase 1 outline permission is likely to be required.

Air Quality

181. Assessments of air quality are concerned with the presence of airborne pollutants. Existing air quality data suggests that air quality is generally good and that concentrations are below the relevant legislative Air Quality Standards (AQS) objectives in the vicinity of the site. Potential local air quality effects associated with both the construction and operation phases as a result of road vehicle exhaust emissions were assessed in accordance with the Environmental

Protection UK guidance. In order to reduce or avoid effects associated with construction dust and emissions, Best Practice Measures (BPM) would be adopted and integrated into the CEMP. These measures include, amongst others, site management to minimise dust, monitoring, screening of dusty activities and dust suppression activities.

182. During construction, the proposed development is predicted to have a high risk of dust emissions from demolition, earthworks, and construction activities. Suitable mitigation measures would however control potential dust soiling effects to an acceptable level. The assessment indicated, therefore, that the residual effects were predicted to be negligible and not significant. Construction vehicle emissions are not considered to be significant owing to a low average number of construction-phase movements. Concentrations of airborne pollutants were modelled to determine the air quality effects of the completed Northstowe Phase 2 development and were determined not to be significant in terms of both existing and future receptors such as residents of Northstowe.
183. The Council's Scientific Officer (Air Quality) has stated that adequate information has been provided by Arup to ensure that planning conditions and S106 obligations will provide satisfactory mitigation for existing and future residents. The S106 obligation will include a contribution towards the cost of air quality monitoring and the provision of land for monitoring equipment.

Noise & Vibration

184. The noise and vibration assessment considers the suitability of the site for Northstowe Phase 2 and considers the likely noise effects that may result on the surrounding environment. Existing ambient noise levels were assessed by carrying out noise surveys at locations agreed with SCDC. These surveys indicated that generally the surrounding areas are quiet residential sites with low ambient noise levels, particularly at night. Near busier roads such as the B1050 and Dry Drayton the existing traffic noise levels are high.
185. The assessment was carried out in accordance with recognised guidance. Changes in noise as a result of increased traffic associated with Northstowe Phase 2 were assessed using standard Highways Agency guidance. A CEMP would be put in place to manage construction related noise effects. Construction noise impacts can be mitigated by implementing measures such as acoustic screens or selecting quieter items of plant. These mitigation measures would reduce noise levels so that they are acceptable and not significant. Options for mitigating the predicted operational noise effects along Rampton Drift will be investigated further at detailed design stage. Where significant effects from road traffic noise are predicted at on-site houses and buildings, this would be mitigated to acceptable levels by incorporating acoustic measures in the design of houses and buildings. These measures would include the use of higher specification glazing and possibly secondary glazing. However, the exact location and details of these measures would be confirmed in detailed reserved matters applications to the Council
186. Construction noise and vibration effects would be for the duration of construction works only, and appropriate mitigation measures would reduce noise effects to acceptable levels and therefore no residual noise effects are expected from construction activities. Once constructed, the operational traffic is likely to result in negligible noise effects except at one monitoring location (Rampton Drift) where a significant noise effect is predicted as a result of large changes in traffic volumes. It is likely that the final design would include buildings between

Rampton Drift and the CGB, which would act as a noise barrier and help to reduce noise effects.

187. During construction it has been estimated that 47,526 vehicle movements onto site (one way) would be needed during construction – this is equivalent to nine arrivals per day throughout the construction phase (or 18 two-way movements). This does not represent a significant effect. Consequently, the assessment focused on operational traffic effects. The assessment identified that, during operation there would be increases in traffic flow of more than 30% in an average hour or a peak hour on flows in four areas of the road network; • Ramper Road, just east of Swavesey during all periods; • Ramper Road, west of Longstanton bypass in PM peak, 18 hour and daily periods; • The local access road east of Bar Hill (part of the A14 improvement scheme); and • B1050 between the Bar Hill junction and the new Northstowe access roundabout during all periods. With the mitigation measures outlined above in place traffic and transport effects are assessed as not significant.
188. Officers continue to have concerns in respect of the Operational Traffic Noise Mitigation Scheme. This is reflected in the proposed planning conditions, which require on-site and off site mitigation against construction and operational noise in the form of noise attenuation/insulation and funding will be secured within the S106 agreement to provide noise mitigation measures for any affected properties.

Waste

189. The development proposals outline the provision of a site waste management plan to be secured by way of condition to ensure suitable control of the forecast, extent and route of site construction waste and recycling. Operational waste will be provided by a serviced site and planning obligation toward the provision of a household waste recycling centre. Residential units would incorporate sufficient internal waste and recycling storage, whereas non-residential waste would be provided for by shared or private waste storage and recycling areas. The waste collection solution for higher density areas is still under discussion and a safeguarding condition is recommended to address this.
190. As the waste strategy required will be directly related to and influenced by the final detailed design and layout, housing density / type and construction phasing details, a series of waste and recycling related conditions will be imposed to address suitable waste management requirements. Section 106 contributions in relation to waste and recycling provision are required.

Lighting

191. In terms of lighting effects, appropriate use of light during construction and careful design result in no significant effects resulting from lighting associated with the main development area. A moderate effect is considered likely in relation to the Southern Access Road (West), but this is deemed to be acceptable.

Odour

192. The impact of odour is any proposed non-residential uses such as the proposed employment areas, retail outlets / community uses is likely to be negligible if mitigation measures are implemented to minimise impact. It will therefore be necessary to adequately discharge and or abate odours and fumes to ensure odour nuisance is not caused and to protect the amenity of neighbouring

premises and this will be secured by the imposition of an odour assessment / abatement condition.

Housing

193. South Cambridgeshire District Council has worked very closely with the HCA to ensure that the housing offer for Northstowe will best meet the needs of a new and diverse community. As well as providing for a range of new housing for market sale, the Northstowe Housing Strategy acknowledges a role for self-build housing as well as consideration of the needs of older residents with an extra care scheme or similar facility. The strategy sets out strategic aims and aspirations for delivery of housing at Northstowe, with an implementation plan setting out how the strategy will be delivered. The aim is to ensure an appropriate and deliverable package with a range of housing which meets local housing needs, allows for innovative opportunities and facilitates pace of development.
194. There will be opportunities for the Council's market rented company, Ermine Street Housing, to invest in the provision of good quality rental homes in the new town. The HCA is keen to work with the Council to ensure that the quality standards of all new build houses meets the Council's own design guide rather than the national minimum standards.
195. A baseline of 20% affordable housing has been established with flexibility to increase this if there is a future uplift in the market or other delivery efficiencies are achieved. This compares well with the figure of 10% affordable housing recently secured on other strategic sites outside of Cambridge City.
196. It is proposed that affordable housing will be 'pepper-potted' throughout the housing areas in small groups or clusters. The affordable housing will also be tenure blind (in that the affordable housing will be indistinguishable from the market housing). These approaches conform to the principle of affordable homes being built in conjunction with market units, thus facilitating a balanced community and applying lessons from Orchard Park.
197. Northstowe offers the potential for the Council to invest £25m in the town to secure the building of new council houses. This is an innovative way of working and will ensure that the Council remains at the heart of building the new community. This will be progressed outside of this planning application.
198. Housing is an area where work is linked to the viability work and s106 negotiations, and for which an agreed approach and associated conditions will be brought back to the NJDCC for consideration prior to the issue of any consent.

Sustainable Development

199. This section has been assessed against the relevant sections of the exemplar list within the DFD (**see appendix L**). The NAAP states that Northstowe will be developed "to a flexible design which will be energy efficient, and built to be an exemplar of sustainable living with low carbon and greenhouse gas emissions and able to accommodate the impacts of climate change." The NAAP provides two options for this delivery:
200. (a) Provide "an increased level of sustainability across the development as a whole above current requirements to a material extent", or;
(b) Build "a proportion of the development to advanced practice which fully addresses sustainability issues and minimises any environmental impact by

pushing at the boundaries of the proven technology available at the time of the development”

201. Delivering option a) or b) above, would secure the role of Northstowe, as required by policy, as “an example of excellence in the creation of a sustainable settlement”. The endorsed Development Framework Document sets out the parameters for these approaches with the exemplar list of qualities to which the development of Northstowe should aspire.
202. The phase 1 drainage and cycling proposals are leading edge and reflect the highest of standards. The local cycling groups have had considerable influence working with officers and the applicants to achieve a high standard of provision both in the first and second phases.
203. In order to provide an assessment of how the twenty exemplar qualities are reflected in the phase 2 proposals the HCA’s Atlas team that works on major site proposals undertook a detailed assessment in February 2015. (**refer Appendix L**) This demonstrates that the proposals have scored well across most of the qualities. Only in the energy and domestic and non-domestic water-use areas did they achieve an average or policy compliance score. ATLAS recommended that the exemplar elements relating to energy be reviewed, and further it is recommended that this should be done periodically throughout the development as part of the S106 agreement.
204. A summary of the HCA’s Atlas analysis of the submission against these standards is outlined below. The overall approach is considered exemplar in relation to:
 - The early provision of high achieving secondary education and community facilities.
 - Community access to enhanced sports provision
 - Overall approach to drainage and adaptation to climate change providing for 1 in 200 year event + 30% climate change, and including SUDs
 - Network of open spaces and corridors allowing for range of habitats (though this assessment was provided before the amendment’s to the open space parameter plan)
 - Waste management but there is a need to integrate re-cycling facilities at detailed stage and in the Design Code
 - Transport assessment and travel plan with opportunities for improved bus services (assuming these are properly funded through the section 106 Agreement)
 - The approach to broadband connectivity and SMART technology though appropriate mechanisms will need to be in place to ensure delivery.
 - Economic Development Strategy setting out clear USP and enterprise role though a clear delivery mechanism is needed because its success is dependent on partnership
 - The clear vision for a proposed community-based management and governance but there is a need to clarify details and delivery.
205. The assessment is less favourable in the following areas:
 - The standards suggest a Code for Sustainable Homes target equivalent of no higher than CSH4 which would not be exemplar

- There is little focus on renewable energy solutions where feasible for example in the town centre/secondary school.
- The BREEAM 'very good' target is not exemplar and though the planning condition will require this standard, BREEAM Excellent will remain the exemplar aspiration.
- The water strategy for non-domestic buildings could be tightened with more specific proposals, and for domestic buildings could embrace more grey water and rainwater harvesting since the proposed 80litres/day is minimum
- There is little reference in the Construction Environmental Management Plan to apprenticeships, local recruitment and training opportunities though the Economic Development Strategy aims to "establish a compact between house builders in Northstowe and Smart/LIFE/BRE centre of excellence or other similar organisations to provide vocational training for young people"
- The housing strategy should be reviewed to reflect an innovative approach to architectural design and delivery of affordable and private rented homes.

206. With regard to environmental sustainability, the national context for the phase 2 proposals is the change to the Building Regulations that come into force in 2016; the local context is the emerging Local Plan policy CC/3 that concerns renewable and low carbon energy in new developments and the NAAP.

From 2016 all new homes will have to be zero carbon i.e. one where CO₂ emissions from the regulated heating uses of building fabric, heating and lighting are limited or mitigated. They can be mitigated in one or more of three ways:

- i. Fabric energy efficiency standards (FEES)
- ii. Using low and zero carbon technologies to limit on-site built emissions according to the size of the dwelling
- iii. 'Allowable solutions' – to achieve full zero carbon it is necessary to offset 100% regulated emissions equivalent to CSH5 and therefore the gap will need to be bridged between this Zero Carbon and the carbon compliance levels in points i and ii above. The house builder can choose how to do this through their own or a contracted third party's actions on- or off-site or to make a payment into a fund which invests in carbon abatement projects.

207. The above (i) and (ii) are known as 'carbon compliance' standards. If achieved, this will meet an on-site energy performance requirement equivalent to Code for Sustainable Homes (CSH) level 4 standard, a 40% improvement on the 2006 Building Regulations requirements.

208. The emerging local plan policy states that the new dwellings and non-residential buildings of 1,000m² or more will be required to reduce carbon emissions by a minimum of 10% over the Building regulations through on-site renewable technologies. This could be site-wide or integrated with new building though for new settlements site-wide renewables and low carbon energy solutions that

maximise on-site generation will be sought, such as low carbon district heating systems.

209. The Energy Strategy is based on the assumption that Phase 2 will be built after the 2016 Building Regulations zero carbon standard. To achieve an exemplar quality development would mean building in excess of this. In relation to the FEES, the proposed U values and air tightness are slightly but not significantly higher. The Energy Strategy also identifies the use of solar photovoltaic (PV) panels as the most appropriate way to achieve carbon compliance with a recommendation of 26% roof space devoted to PV. This approach is welcomed as, at 13%, it exceeds the DPD policy requirement of 10% regulated energy demand. The strategy recommend off-site allowable solutions as a last resort with favoured solution being the establishment of a town centre CHP or nearby solar and large-scale ground-based PV, and it is recommended that this is explored at reserved matter stages because it will help to achieve exemplar status.
210. The Water Strategy commits to the CSH4 level of 105 litres/person/day, whilst this is not considered to be exemplar, it is similar to that approved in phase 1 and on balance is accepted.

Summary

211. On balance it is considered that in this current submission is acceptable, subject to safeguarding conditions, periodic reviews captured in S106 Agreement.

Education

212. Northstowe applies lessons learnt from Cambourne by early provision of education, and dual-use indoor and outdoor sports facilities.
213. Construction of the first phase of the secondary school will take place during the build-out of Northstowe Phase 1, and will provide four forms of entry to serve children from Longstanton and Northstowe Phase 1. The land for the secondary school is located within the area of the Phase 2 application, and the subject of a land transfer agreement with the County Council. Secondary education for Northstowe Phase 2 will be provided by the expansion of the secondary school to eight forms of entry.
214. Northstowe Phase 2 will have an education campus that will include all phases of education: Early Years, Primary, Secondary, Post-16 and Special Education Needs. The education campus will include dual-use indoor sports facilities as well as outdoor pitches and sports areas for use by pupils and the wider community. The shared use design and layout will be considered carefully at future design stages. This approach is welcomed by the County Council, and supported by District Council officers as well as the Cambridge Meridian Academies Trust. The vision builds on the Cambridgeshire village college ethos that was first established in the 1930's, and has stood the test of time.
215. The site set aside in the Northstowe Phase 2 indicative masterplan is the site identified in the Northstowe DFD and Phase 1 S106 agreement. The amendments which have been made have been in consultation with the County

Council and are supported. It is considered that the modified approach and flexibility within the site provides opportunity to generate better linkages between the secondary school, Post-16 provision and the town centre than would have been possible previously. This will further support the development and delivery of the Northstowe Economic Development Strategy and may help create better links to community facilities. There will need to be clear road crossing points to allow for ease of access to both the primary and secondary schools, with priority given to pedestrians and cyclists.

216. The County Council had a significant objection to the Land-use Parameter Plan, which indicated that part of the eastern education site may be used for residential development. Following formal amendments the land allocated for education use has been increased to meet the council's minimum requirements and the objection is now withdrawn.
217. Northstowe Phase 2 will have two primary schools, the first with two forms of entry (FE), and one with three FE. The first primary school will be constructed adjacent to the secondary school on the education campus. The second primary school will be located to the east of Rampton Drift. This primary school will be located centrally to the site where it is proposed to re-use the former officers mess building, with good access to the school from the surrounding road network. It is also set back from the primary road network, which allows for ease of movement to the school. Therefore the location is supported.
218. The application proposes re-use of the Officers' Mess building for the second primary school. Evidence was requested to support this approach and has now been received. This has given the County Council assurance that the site and partial use of the Officers' Mess can provide modern high quality education whilst retaining the heritage and character of the site. The reuse of this site for the second primary school is supported subject to appropriate funding and detailed site specific and technical surveys. As the school will be required later in the phase 2 implementation, the councils would support an interim community or business use of the site and buildings.
219. The schools are overlooked by residential development that is stated to be up to 3 storeys high in some locations. This is appropriate and should ensure that the school buildings are not unduly overlooked.
220. The details for the school sites will be brought forward as full planning applications, by the County Council and Cambridge Meridian Academies Trust for the secondary school, and the County Council with yet to be identified providers for the primary schools.

Community

Employment and the Town Centre

221. The Area Action Plan highlights the ambition for Northstowe to support a mixed economy and provide a range of employment, in order to support the development of a socially inclusive community. Northstowe Phase 2 includes the majority of the town centre. The town centre should be built in phases, as the town develops and will require its own strategy. The vision is that it will provide a vibrant and dynamic centre for Northstowe and well as serving residents of neighbouring villages. It will provide most of the shops, services, leisure and community facilities expected for the new town, including: shops, restaurants, bars and pubs.

222. A town square and park is required to provide a vital and distinctive space in the town centre. They will be high-quality spaces designed for everyone to enjoy. During negotiations, the HCA has agreed to increase the land provided for the town square and park from 0.45 to 1.2 ha. **Appendix M** includes comparative information on parks and squares in other towns. The revised proposal is considered acceptable, and will be the subject of a condition.
223. There is a reciprocal relationship between the town centre, education campus and commercial business. For instance, businesses will want to move to Northstowe if there is a high quality sports, leisure and childcare offer; and shops, pubs and services will be more successful if their customer base includes locally-based employers. The education campus is well-connected to the Regional College and other tertiary education providers by the Guided Busway, and Northstowe offers significant opportunities for skills and training programmes.
224. The HCA commissioned an Economic Strategy on behalf of all partners during 2013. The Strategy identifies the inter-relationship between education, employment, the town centre and the creation of Northstowe as a great place to live, work and play. The Northstowe Joint Development Control Committee and Parish Forum were consulted during the development of the Economic Strategy, as well as the Local Enterprise Partnership (LEP) and local business forums. The Strategy has an action plan, and a steering group has been set up to take this area of work forward. The steering group will report quarterly to the Northstowe Project Board.
225. Northstowe Phase 2 provides 21,200 square metres of employment floor space for Use Class B1, comprising a mix of offices, workshops, research and development and light industry. The employment floor space will be located in the town centre area. The scale of development is in accordance with the site's allocation as a Strategic Employment Location. Consistent with the approach to higher density development in the town centre it is proposed that employment floor space be provided as a mix of dedicated employment buildings and as floor space above other commercial uses. This approach is considered to provide a mix of floor space that will be attractive to potential occupiers. The specific location and type of the employment floor space will be determined as part of subsequent reserved matters applications.
226. The Environmental Statement estimates that the proposed Phase 2 employment floor space has potential to generate 2,088 jobs. When combined with the wider provision of employment generating uses, it is estimated that a total of 2,248 gross jobs could be created by Phase 2. The London Stansted Cambridge Consortium has shown considerable appreciation of the economic potential of Northstowe, and is interested in working closely with the Northstowe Economic Development Group.

Community

227. The Northstowe Project Board was established by the Councils in 2012 to co-ordinate and guide the delivery of Northstowe. Membership of the Project Board includes six Directors from Cambridgeshire County Council and South Cambridgeshire District Council and a representative of the National Health Service (NHS). In July 2014, the Project Board set up a multi-agency Public Services Working Group to review and update the substantial work that was conducted for the Northstowe 2007 Outline Application. The Working Group's

Terms of Reference, reports and recommendations have been guided and approved by the Project Board.

228. The working group, led by the County Council, was asked to re-invigorate the community and public services requirements, consider them in today's policy and financial context, and to focus particularly on Northstowe Phase 2. There has been input from the NHS, Emergency Services and voluntary sector as well as the County and District Councils.
229. This application includes the Town Centre which will be the main focus for community and social activities for Northstowe, and will therefore contain a Civic Hub. The Civic Hub is envisaged as a multifunctional flexible space designed to evolve and adapt alongside the needs of the town. The Civic Hub will take from good practice developed at Cambourne and Clay Farm through bringing together public and community-led services in one or more buildings. The requirement and financial contribution for these facilities is included in the list of s106 requirements, appended to this report.
230. The building will be designed to incorporate crucial informal meeting space to promote the formation of social networks and social capital, alongside more formal spaces for community groups to meet and spaces for the delivery of public and community-led services. The Hub will have provide core services such as Health, Library and Children's Centres in the heart of the town. The new health centre will be required early in Phase 2, and the library is intended to serve the whole town. There will be 'touch down' space for multi-agency input including the emergency services. All the services have committed to working together flexibly to deliver joined-up services for the community, and to help develop a strong sense of community cohesion and belonging. The Hub will include community space and offices for the town council.
231. The hub will create a focus in the early stages of the town centre's development. It will stimulate footfall and be a destination that will encourage business and retail services to move to the town centre. The library will be helpful in this process. Libraries can provide support and resources to entrepreneurs and business start-ups. There is potential to link the hub to general business development through the inclusion of temporary hire of small office and co-working spaces, as well as meeting rooms for homeworkers and small businesses in the early stages of development. In summary, it may provide an important incubator for business in Northstowe, and support the economic strategy.
232. All community agencies are keen to continue to work with the HCA to further develop the specification, staffing and working arrangements for the hub.

Sports and Open Space

233. The application for Phase 2 provides outdoor community sports areas to complete the Sports Hub (West) of Phase 1, and provides a second Sports Hub at the education campus on the eastern edge of the site. The co-location of community sports and education-linked sports provision is welcomed by both local authorities. The principle of dual use of these facilities has been agreed and is consistent with the strategy set out in the NAAP (para D10.8).
234. The community sports provision is over and above that required for the secondary school. It has been confirmed that the secondary school will require 11 outdoor pitches, and these have been allowed for in the education area.

235. The HCA's proposals for community sports provision are:
- a) Two sports hubs with areas of 8.22ha (Hub East) + 2.44ha (Hub West) = 10.66ha.
 - b) On the eastern hub, they propose to construct a 3G Synthetic Turf Pitch (STP) capable of hosting both football and rugby matches at senior level.
 - c) On the Secondary School site, it is proposed to construct a further STP (sand dressed technology), which will be available for community use in peak times, out of school hours, principally for hockey and football.
 - d) Within the requirements of BB98 (passim) regulations, it is proposed to construct a 4 court formal floodlit MUGA on the Secondary School site which will be available for community use in peak times for tennis, netball and basketball.
236. Provision of outdoor sport space at 10.66 ha is below the policy requirement of 14.4 ha. The applicant has stated that additional provision could be brought forward in Phase 3 if sport provision is not meeting demand, but there is concern that this could not be guaranteed.
237. There is potential for some of the shortfall to be compensated by all-weather pitches and the HCA has recently committed to work with Longstanton Parish Council and the District Council to explore potential for off-site provision in Longstanton. It is recommended that further work on sports provision take place within the negotiations on the s106 Agreement, and be reported to a future meeting. Financial contributions and land for sports is included in the s106 schedule appended to this report.
238. The Councils have proposed that the indoor community sports facilities would be provided as a 'dual use' facility at the proposed secondary school with detailed management arrangements required to be agreed at a later date. This approach is supported by the HCA. The costs over and above those required for the secondary school are included in the s106 items appended to this report. Dual use facilities work well across Greater Cambridge, for instance, at Impington Village College.
239. The application makes good provision for open space, without including Longstanton Conservation Area or the 'cut areas' of the waterpark that are shown as blue on the plans. The overall provision of open space is 41.62 ha compared to the policy requirement for 10.24 ha. The open space areas include greenways, green separation, the water park (excluding water bodies) and town park. These areas provide a high level of amenity for residents of Northstowe and the neighbouring communities, and will provide routes for walking, with or without dogs, running, cycling and horse-riding.

Burial Ground

240. The HCA has recently committed to working with the District Council to explore the provision of land for a burial ground, and has commissioned a ground conditions report. This item is included in the appended list of s106 items, and it is proposed that the outcome of the exploratory work be reported to Committee in July.

Economic Development

241. Building on the EDS, within Phase 2 provision is made for 21,200 sqm (GIA) of employment floor space for Use Class B1, comprising a mix of offices (16,200

sqm), workshops, research and development and light industry (5,000 sqm) appropriate in a town centre.

242. The employment floor space will be located in the town centre area, consistent with the requirements of Policy NS/8.1.a. the scale of development is in accordance with the site's allocation as a Strategic Employment Location (Core Strategy Policy ST/8). Consistent with the approach to higher density development in the town centre it is proposed that employment floor space be provided as a mix of dedicated employment buildings and as floor space above other commercial uses. This approach is recommended to provide a mix of floor space that will be attractive to potential occupiers. The specific location and typology of the employment floor space will be determined as part of subsequent reserved matters applications.
243. The Environmental Statement estimates that the proposed Phase 2 employment floor space has the potential to generate 2,088 gross jobs. When combined with the wider provision of employment generating uses, it is estimated that a total of 2,248 gross jobs could be created by Phase 2; this proportion of jobs will make a significant contribution to the target of 22,000 jobs in the district by 2031, set out in the Submission Draft Local Plan (Policy S/5).
244. The NAAP recognises that the town centre has the opportunity to provide employment at higher densities in the town centre and accordingly identifies that the '*crucial factor is numbers of jobs as opposed to land provision*'. As demonstrated in the Environmental Statement, the Phase 2 scheme has been assessed to support a significant number of jobs that will have a significant long term positive effect on the local economy.
245. The courts have held that the inclusion of a local employment and training policy in the Section 106 obligation is compatible with the provisions of CIL, and thus it is recommended that this be included in the obligation.

S106 Planning Obligations and Viability

246. Should this Phase 2 application be granted outline planning permission, then a Section 106 Agreement will be required, setting out the obligations that the developer will be committed to provide in order to ensure that the community needs of the development are delivered.
247. Detailed negotiations on the Section 106 Agreement will commence should the Committee be minded to grant outline planning consent. Initial discussions have taken place, and a list of items for the s106 Agreement are listed in **Appendix N**. The County Council Economy and Environment Committee approved its requirements for the s106 Agreement at a meeting on 3 February 2015, in its role as statutory consultee. On 12 February, the SCDC Cabinet endorsed its requirements and recommended that particular consideration be given to the provision of Dry Drayton Road ponds in order to provide flood attenuation for Oakington. The list of requirements presented to Committee for approval is greater in terms of quantum of items and cost than the lists presented to the CCC Committee and SCDC Cabinet.
248. The Local Authorities and applicant have appointed their respective viability cost consultants. The consultant for the Local Authorities also advised on the viability of the Northstowe Phase 1 application, and has advised on other strategic developments in the sub-region and elsewhere. His advice is that the offer of

20% affordable housing is reasonable. He recommends that the S106 Agreement provide for reviews, due to the scale of the proposal.

249. Detailed negotiations on viability and the s106 Agreement will take place over the next months. As negotiations continue, it is possible that the actual requirements will change or other means of providing or funding the requirements will be found. All phasing, trigger and levels of developer contributions are subject to the ongoing viability work in the programme and will culminate in a further report to Committee in the summer.

Conclusion

250. The report assesses the application in the light of national and local planning policies and consultation responses. Officers have been in close dialogue with the applicant in order to address the concerns which have arisen.
251. The proposed development is acceptable in principle; however, it is a question of whether members are satisfied that the parameters of the development are acceptable in the context of the exemplar objectives of the proposed development.
252. Regrettably, the provision of sports facilities is considered to be inadequate against the minimum standards set in policy, no satisfactory proposals have been advanced in order to redress the deficit.
253. The matter could have resolved by reducing the residential footprint in lieu of additional sports facilities, and increasing residential density in the town centre. However, this option was not taken up by the applicants, and the density in the town centre remains unchanged.
254. The applicants have conducted a comprehensive Environmental Impact Analysis, which demonstrates that the proposed development will not cause significant harm, subject to appropriate mitigation.

Conclusion

255. Subject to the negotiation of the S106 and scheme viability, finalising the levels and arrangements of formal sports provision and suitably worded planning conditions, the development proposals are considered to represent an acceptable form of sustainable development that would facilitate the second phase of development thus enabling the delivery of the wider town. This delivery would encompass a phased approach, in parallel to major infrastructure improvement works to the A14.
256. At this time no adverse impacts of the resolution to approve this scheme are considered to be significant or demonstrable to outweigh the benefit that would result from such resolution.

Recommendation A

257. Resolution to approve the grant of outline planning permission for phase 2, subject to each of the following (including exchange of requisite documentation):
- 1) S106 items and triggers, which remain under negotiation;

- 2) finalising the levels and arrangements of formal sports provision
- 3) agreement as to the planning conditions, currently in draft form as set out in Appendix O.

Recommendation B

Southern Access Road (WEST)

Background

258. The NAAP recognises the need for new primary road accesses to Northstowe. The proposed Southern Access Road (West) will provide the highway link set out in NAAP Policy NS/10.3.a. The link road has been designed to directly tie into the proposals being brought forward by the Highways Agency for improvements to the A14.
259. Policy NS/10 of the NAAP states that adequate highway capacity will be required to serve all stages of development, which may include new roads into the southern end of Northstowe from Hattons Road and from Dry Drayton junction.

Proposal

260. Planning permission is sought for a dual carriageway, however, traffic modelling as detailed in the Transport Assessment has indicated that in early years there may only be a requirement for a single carriageway as the forecast flows are significantly lower than both the capacity of a dual and single carriageway road.
261. The main vehicular access to Northstowe Phase 2 - the Southern Access Road (West) - is proposed from Hatton's Road (B1050) / the A14 Huntingdon Road. The new route provides a direct, dedicated access to Northstowe and does not require traffic to pass through the villages of Longstanton or Oakington. There will also be access via Phase 1.
262. Access from the Southern Access Road (West) to Phase 2 is proposed as a single carriageway north/south through Phase 3. The existing perimeter road will be utilised for construction traffic and emergency access (to ensure resilience if there is an incident on the main route). Longstanton Road will be closed to through traffic movements between the edge of each settlement (although these are prohibited currently it is still used by some through traffic movements) but retain walking, cycling, equestrian, bus (from Oakington) and emergency vehicle access.
263. The Highways Agency is developing a revised junction at Bar Hill and Dry Drayton as part of the A14 improvement scheme. The Highways Agency and Northstowe roads have been designed in parallel. The section of the B1050 from the Bar Hill junction to the new Northstowe access roundabout will be dual carriageway. The Southern Access Road (West) will link to the B1050 to the south west of Phase 2 (and future phases) via a proposed new access roundabout. The application is for a dual carriageway from the B1050 to the southern end of Phase 3 land.
264. The option for an interim solution has been tabled with the County Council and the applicant would welcome the opportunity to further explore how this might be delivered, noting that the scheme has been designed to allow an interim road

arrangement. The road will be provided as one of the early elements of Phase 2 and will be used initially as a construction access to Northstowe Phase 2. This approach is in accordance with NAAP Policy NS/24.2.

265. It is proposed that surface water will be discharged through roadside ditches to localised ponds where it will be stored and discharged at a controlled rate in order to avoid flooding.

Consultation response

266. As part of the public consultation in respect of the proposals, external access from the west (Bar Hill junction) and east (Dry Drayton junction) were consulted on. Since then, extensive transport modelling work has been completed by the HCA to assess the effect of Phase 2 and inform the Access and Travel Strategy for the development. This work has shown that provision of a second southern access link from the existing Dry Drayton junction into the southern end of Northstowe does not bring significant benefits for Phase 2, and in fact leads to additional traffic generation and mainly draws traffic from the western access and the A14 local access roads. For this reason, provision of this link is not included as part of Phase 2.

Assessment and summary

267. Analysis undertaken as part of design development has demonstrated that the Southern Access Road (West) could be provided as a single carriageway rather than a dual carriageway for Phase 2, as the forecast flows are significantly lower than both the capacity of a dual and single carriageway road.

Recommendation

268. A) Resolution to grant full planning permission for the construction of a highway link (southern access road west) between the proposed new town of Northstowe and B1050, improvements to the B1050 and associated landscaping and drainage subject to agreement as to the planning conditions, currently in draft form as detailed below:

B6 Conditions: Southern Access Road West

<u>Condition</u>	<u>Objective</u>
Detailed highways design for dual and single carriageway interim design. To be based on condition 17 from Phase 1.	To ensure that full details are considered as part of the S38 process
Incorporation of cycle route to the west of the B1050 into proposals	To ensure that this route can be delivered
Landscaping plan to be agreed	To ensure that the proposals meet the requirements of SCDC
Drainage design and attenuation to be agreed	To ensure that the proposals have no adverse affect on the drainage of the surrounding area.
That the roundabout with the B1050 is signalled when traffic levels on the Southern Access Road reach a certain level.	To ensure that the roundabout does not go over capacity and result in delays to Northstowe traffic
Upgrade Southern Access Road West to dual carriageway when traffic levels reach	To ensure that there is sufficient capacity for the road access into Northstowe.

a critical limit for operation of a single carriageway road.	
Automatic Traffic monitoring equipment to be agreed with CCC to be installed on the SARW to monitoring of traffic in both directions	To monitor traffic levels in relation to those predicted as part of the Transport Assessment.
CEMP for road	To ensure that the construction is considerate to all requirements.
Closure of Airfield Road to general traffic to be at a time to be agreed with CCC.	To ensure that the closure of Airfield Road is at a time when all stakeholders consider it to be necessary and viable.
The construction of the dual carriageway status B1050 west of its roundabout with the SARW links in with that constructed as part of the Highways Agency works for A14 Huntingdon to Cambridge scheme.	To ensure that the works between the applicant and Highways Agency meet.
That the construction of the B1050 works are coordinated with that of that Highways Agency Huntingdon to Cambridge scheme.	To minimise the disruption to users of the B1050 as much as is reasonably possible.
Must be completed prior to occupation of phase 2.	To ensure that occupation is to a limited extent prior to opening of the access road.
Closure of any access points into fields adjacent to the access road	To prevent access from the access road.
TMA streetworks and S278 / S38 process will need to be followed with any associated commuted sums	To ensure that roads can be constructed in accordance with CCC standards.
Wilson's Road bridleway surface improvements to be agreed.	To ensure that the surface improvements meet the needs of all road users.

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- South Cambridgeshire Local Development Framework Core Strategy (adopted January 2007) and Northstowe Area Action Plan 2007.
- Submitted South Cambridgeshire Local Plan 2014 (Delete as appropriate)
- Cambridgeshire and Peterborough Structure Plan 2003 (Delete as appropriate)
- Northstowe Development Framework Document.
- Planning File Ref: S/2011/14/O (These documents need to be available for public inspection.)

Documents referred to in the report including appendices on the website only and reports to previous meetings

Report Author: Jo Mills Planning and New Communities
Director
Telephone Number: 713350.

Appendices:

Appendix	Title
A	Planning Policy List
B	External Consultation Summary
C	Internal Consultation Response Summary
D1	Neighbour Representations Summary
D2	Neighbour Representations Rampton Drift Summary
E	Indicative Masterplan
F	Land Use Parameter Plan
G	Landscape and Open Space Parameter Plan
H (2 plans)	Movement and Access Parameter Plans
I	Building Heights Parameter Plan
J	Proposed Levels Parameter Plan
K	Density Parameter Plan
L	Exemplar Assessment
M	Town Square and Town Park Comparisons
N	S106 Heads of Terms
O	Draft Planning Conditions for Outline Application for Phase 2